"All the News That's Fit to Print."

The New York Times.

THE WEATHER
Generally fair Thursday and Friday; little change in temperature; light west winds.
For full weather report see Page 19.

VOL. LXV...NO. 21,404. NEW YORK, THURSDAY, AUGUST 31, 1916.—TWENTY PAGES. ONE CENT In Greater New York, Jersey City and Newark. | Elsewhere, TWO CENTS.

GREEK KING REPORTED IN FLIGHT AND ALLIES FIGHTING HIS TROOPS AFTER LANDING FORCE AT PIRAEUS

UHLANS GUARD CONSTANTINE

Who Has Taken Refuge in Thessaly, Saloniki Reports Say.

BATTLE RAGING AT TATOI

Several Greek Princes Said to Have Fallen at Fight Around King's Country Home.

CABINET SHAKY MONDAY

Delayed Dispatch Tells of the Rumors Current of Zaimis's Imminent Fall.

Special Cable to THE NEW YORK TIMES.

LONDON, Thursday, Aug. 31.—The following message from Ward Price, the official British press representative in Greece, dated Saloniki, Tuesday evening, was received in London at an early hour this morning:

"This evening's sensation is that King Constantine has fled from Athens to take refuge with a German escort of 300 Uhlans, who have been waiting for him several days at Larissa.

"Another report is that the Allies have already landed a strong force at Piraeus, which has been heavily engaged with the Greek Army in battle around the King's country house at Tatoi, where several Greek Princes have already fallen. Perhaps tomorrow will bring more light upon the situation, which is extraordinarily involved, even for the Balkans."

ENTENTE WAS PRESSING KING.

Rumors of Speedy Fall of the Cabinet Were Current Monday.

Special Cable to THE NEW YORK TIMES.

ATHENS, Monday, Aug. 28, (Dispatch from The London Daily Chronicle.)—The news from Rumania overshadows everything here. It is felt that the events of the last few days and those immediately pending will bring about a tremendous change in the Balkans and mark the opening of a vitally important stage in the progress of the war.

An official communication is published by the Saloniki journal Opinion, stating that the Rumanian Government is about to deliver to the Government of Sofia an ultimatum demanding the immediae evacuation of Serbian territory and its return to the status established by the Bucharest treaty.

Meanwhile the sudden recurrence of the King's illness is holding up the march of events. The French Minister yesterday requested an audience of the King on two occasions, but could not be received owing to his Majesty's indisposition. M. Guillemin renewed his request today. Diplomatic circles attach considerable importance to this reiterated request.

The Nea Hellas declares that today or tomorrow the Entente Ministers, by order of their Governments, will inquire personally of the King to what point he would be disposed to permit the inroad of Bulgars into Greek territory, so that, knowing his decision, the powers may adopt the necessary military measures in case of an accentuation of the Bulgar advance. The same journal states that it is in a position to declare that Premier Zaimis has come to the decision not to remain in power. It adds: "He will communicate his decision to the King today. Two weeks ago M. Zaimis informed his Majesty that in the case of Rumania entering the war he could not continue responsible for the Government."

The Nea Hellas concludes: "It can be affirmed that the question of the attitude of Greece has reached its final phase, and in a few days the problem will be solved in one way or another."

This diagnosis of the situation is confirmed by the Patris, which says:

"We have reason to believe that the Zaimis Government does not remain indifferent to the action of Rumania. The Government's opinion on this subject is already known and will only be strengthened by Rumania's official declaration of war."

No less significant are the continued changes in the general staff, which is undergoing transformation. In addition to the displacement of General Dousmanis and Colonel Metaxas, eight other officers are leaving the general staff. They requested prolonged leaves of absence and the request was granted by the Minister of War.

As for Sunday afternoon's demonstration, it must be classed as among the greatest and most impressive things of its kind. When Mr. Venizelos stepped on the balcony of his house he faced a crowd which must have numbered at least 80,000 people, while those in the side streets and beyond the range of the speaker's voice must have raised the total number of demonstrators to 100,000. All the afternoon train after train brought people from the Piraeus, where work came to an absolute standstill.

All classes were represented, and in the midst of a big procession came the famous yellow flag and the familiar blue and white national flag, both draped in black.

Its very numbers made the meeting marvelous, but its unanimity made it highly impressive and memorable. If there were anti-Venizelists present they preserved silence.

Athens Heard Army Was to be Remobolized; Talk of Putting Venizelos Back in Power

LONDON, Aug. 30.—Remobilization of the Greek Army is under consideration at Athens, says a delayed Reuter dispatch from that city. The question of a ministerial reorganization, providing for the inclusion in the Cabinet of former Premier Venizelos, has arisen. So far as can be ascertained, no decision has been reached on these points.

The news of Rumania's entry into the war cast a complete shadow on the anti-Venizelos counterdemonstration which had been worked up with the greatest care for Monday afternoon. It showed scarcely a third of the strength of the demonstration at the Venizelos meeting on Sunday. No effort was made to inspire enthusiasm in the crowd today, save on the basis of the King against ex-Premier Venizelos. Ex-Premiers Rhallis and Gounaris and Deputy John Dragoumens were the chief speakers.

Hollweg Hurries to Kaiser to Confer on Rumanian Crisis.

From a Staff Correspondent.
Special Cable to THE NEW YORK TIMES.

BERLIN, Aug. 30.—The new situation suddenly created by Rumania's entry into the war has sent the Imperial Chancellor hurrying to Great Headquarters for a conference with the Kaiser.

German nerves apparently are standing successfully the severest test to which they have been subjected in the history of the world war. There is a growing feeling of optimism in some quarters, induced by Germany's sharp answer of war to Rumania and the heretofore unpublishable fact now made known to the public that Field Marshal von Mackensen is in command in the Balkans, and has been all along preparing against the day when Rumania might declare war, making his strategic and tactical dispositions as clandestinely and thoroughly as before the brilliant Serbian campaign.

AUSTRIANS DRIVEN OUT OF KRONSTADT

Rumanians Capture 741 Prisoners in Swift Invasion of Transylvania.

SEND ULTIMATUM TO SOFIA

Demand Evacuation of Serbia and Adherence to Bucharest Treaty—Turkey Declares War.

LONDON, Thursday, Aug. 31.—Rumania, on Tuesday, according to advices from Athens, presented an ultimatum to Bulgaria demanding the evacuation of Serbian territory so that the status quo might be restored in accordance with the Treaty of Bucharest.

Consternation in Sofia over the approach of Russian troops through the Dobrudja is reported in news received in Zurich from Austrian sources.

Turkey has declared war on Rumania, a Reuter dispatch from Constantinople says.

Nearly all the principal passes into Hungary are now held by the Russians in the Carpathians and the Rumanians on the Transylvania border. King Ferdinand's army is pouring rapidly into the enemy country, where it has reached several points, including a village east of Kronstadt, according to official advices from Bucharest. It would appear from an Austrian War Office communication announcing the withdrawal of the dual monarchy's troops from the frontier, "in accordance with prearranged plans," that the invaders have even occupied Kronstadt itself. In this swift advance the Rumanians have taken more than 730 prisoners. Aeroplanes are directing the fire of the artillery on this front.

On the western and southern frontier, along the Danube, the Rumanians have begun a bombardment of Orsova, in Hungary, and Rustchuk, in Bulgaria.

Zeppelin Drops Bombs on Bucharest.

On the other hand, Bucharest was bombarded Monday night by a Zeppelin and an aeroplane, while other Rumanian cities were attacked by aeroplanes. This is made known in an official communication from Bucharest which says:

During Monday night a Zeppelin and a foreign aeroplane threw several bombs on Bucharest without causing the least damage. Artillery drove them off. Enemy aeroplanes threw bombs on Baltchic, Piatra and Niamtzu without doing any damage.

The Russian War Office yesterday reported the capture of Panker Mountain on the Hungarian border in the Carpathians. The village of Rafalov, on the Bystritza-Nadworna River near the border, also was captured by the Russians. The bulletin adds:

Our troops are at a distance of between twenty-five and thirty versts, (eighteen miles) from the Hungarian frontier.

Following is the text of the official statement of the Rumanian operations issued yesterday at Bucharest:

On the western and northern fronts Rumanian troops crossed the Austro-Hungarian frontier during the night of the 27th and after fairly lively fighting reached numerous points, including Mount Fagatzelu, northwest of Nyergpo. Kissepeica Hill, west of Gyergyo, and the village of Hosszufalu, four kilometres, (about three miles) east of Kronstadt. Our artillery fired on Orsova, destroying a petroleum depot. Our Fourth Army Corps has taken seven officers and 734 men prisoner.

An armed enemy tug opened fire on Turnu Severin, but retired to Orsova under fire of our batteries. Austro-Hungarian monitors opened fire on Giurgevo, but were compelled to retire by our artillery.

Admits Retirement from Frontier.

VIENNA, Aug. 30, (via London.)—The Austrian official communication issued today admits that except northeast of Orsovo, on the Danube near the Iron Gates, where repeated Rumanian attacks were repulsed, the Austro-Hungarian troops have been

Continued on Page 4.

SAY HINDENBURG WILL WIN THE WAR

German Press and Public Now Confidently Look to Him to Bring Victory.

LAUD KAISER'S DECISION

Emperor Credited with Sensing Wish of the Nation in Elevating the Field Marshal.

From a Staff Correspondent.
Special Cable to THE NEW YORK TIMES.

BERLIN, Aug. 30.—The effect on public opinion of Field Marshal von Hindenburg's appointment as Chief of the General Staff is considered its most important immediate consequence here, and the man in the street feels just as good about it as do those in political and military circles, while the German press has momentarily forgotten its differences over annexation and submarine warfare and unanimously choruses the Kaiser's praise and enthusiasm over the change.

Under the headline, "Long Live the Kaiser!" Eugen Zimmermann, editor of the Lokalanzeiger, says: "The intoxication of joy today possesses all German lands, and there will be no German heart that will not beat higher, and this elation is due to only one man—the Kaiser. If in this—perhaps the most momentous decision for the fate of the nation—if he had needed any advice no one at all conversant with the situation would have counseled otherwise than what of his own initiative he did. Herein is manifest the high gift of the Kaiser and his deep sense of duty toward a nation that is prepared to make every heavy sacrifice asked of it in this hard struggle. The Kaiser's decision will give the armies that have been heroically fighting for twenty-five months against a brave and numerically superior enemy, new and unsuspected moral values. Now that the Kaiser, Field Marshal von Hindenburg, and General Ludendorff are working confidently together in the central military leadership for our present and future, we know that the best forces at our disposal are guiding our fate.

"In the present moment the military development in the Balkans demand unusual measures and unusual temp in deciding and daring. The new leadership is the best for this. Therefore it enjoys the unanimous approval of the German nation. It will bring us victory and peace, which we need. Both von Hindenburg and Ludendorff have shown that they are our most gifted leaders. And yet in this hour we must warn the public against expecting wonders and admonish the people only to expect the possibe, which, however, will and must suffice. To these two now has been intrusted the central leadership of all military operations under the Kaiser's direction. They survey the whole situation and will turn into deeds and success the decisions which the Kaiser will make as a result of their advice. From now on they will work together confidently and intelligently with the political leadership of state, from which we also promise ourselves very considerable gain. Thus today our hopes are due to the Kaiser and his two first military counselors."

Major Morant writes in the Tageblatt: "An important step forward has been taken which may prove to have an incalculably far-reaching consequences for our enemies. We hail our national hero as chief of the whole German Army and no one in the German Empire or among our allies will fail to hail this decision with joyful confidence. Did the Kaiser recognize the secret wish of the whole nation? We could not utter this call for von Hindenburg into the place of the great von Moltke; our enemies would have misinterpreted such a step, but it existed none the less. Now that the reasons for the Kaiser's decision have resulted from the general situation and is intended to express in the happiest form the centralized use of our whole vast army on old and new fronts, assurance is synchronously given that Germany and its allies are one with the Kaiser's wish to continue holding out; to continue to manifest the will to win and to continue sacrificing all that is dear to us if we only win and our banners triumph above the ruin roundabout us.

"Now von Hindenburg is master in the east and west. In his hands centre the strands that connect all the armies. He has become the brain of the whole gigantic machine which is animated by his spirit. This is something that our enemies can never imitate. Joffre will always stand beside Haig as equal in power, and beside these, Brusiloff and Russki, and in their train the little ones and the dwarfs, Cadorna, Sarrail, and Iliescu. Our inner machine has gained

Continued on Page 4.

Third and Last Danish Isle Favors Sale to America

ST. THOMAS, D. W. I., Aug. 30.—The Legislature of Santa Cruz has adopted and cabled to the Danish Government at Copenhagen a resolution favoring the sale of the Danish West Indies to the United States. The Colonial Council of St. Thomas and St. John, the other islands of the Danish West Indies, already has taken similar action. The resolution adopted by the Santa Cruz Legislature follows:

"The Colonial Council unanimously request the Ministry to hasten the negotiations toward ratification of the treaty with the United States, which is the only means of relieving the intolerable and ruinous state of affairs on this island. There is no hope otherwise of rectifying our condition in the future."

OHIO LYNCHERS NOOSE SHERIFF

Threaten to Hang Him and He Agrees to Produce White Woman's Negro Assailant.

STARTS FOR NEARBY TOWN

Authorities There Had Transferred Negro to Another Place and Sheriff Makes His Escape

LIMA, Ohio, Thursday, Aug. 31.—Enraged at the success of Sheriff Sherman Eley in spiriting out of reach Charles Daniels, a negro accused of assaulting Mrs. John Barber, the young wife of a prominent farmer, a mob captured the Sheriff, seriously wounded him, placed a noose around his neck, and forced him to direct a procession of 100 automobiles into the country north of the city, where it was supposed the negro prisoner had been hidden.

At 1 o'clock it was learned that the mob had gone to Ottawa, a town eighteen miles distant, where Sheriff Eley had taken Daniels and turned him over to the authorities there. The Ottawa authorities, however, had transferred the prisoner to another place.

Sheriff Eley escaped to a hotel and was hurried away before the mob found that Daniels had been removed, presumably to Toledo. The mob searched the hotel but failed to find any trace of the Sheriff.

In their efforts to get at the negro here the mob overpowered the Lima Police and Fire Departments, broke into the jail, the courthouse, and the residence of the sheriff, and forced the sheriff's wife and other women to flee from their anger with a small baby in arms.

The mob formed around the Lima jail before dusk and leaders demanded admittance. Chief of Police Kinney called out the entire force, but the officers were overpowered in a hand-to-hand fight, as the mob was heavily armed. It was announced that the negro had been taken by Sheriff Eley to the Ohio State Hospital for the Criminal Insane, and that the jail was guarded by but one deputy and the Sheriff's wife. Refusing to accept the announcement, the mob forced Mrs. Eley to open the cells.

Sheriff Eley returned at 9:40 o'clock and was met by the mob at the city limits. They demanded that he deliver the prisoner or tell where he was hidden. The Sheriff reached his residence and refused to give up the negro. The mob then broke in the front door as Eley escaped through a rear entrance. He was caught when entering the Elks' Home and attacked. His clothes were stripped from his body and he was battered and kicked by the mob. Two of his ribs were broken.

A rope was then taken from the trolley of a street car and the noose placed about his neck. Eley held out even after the mob had thrown the noose over the cross-arm of a telephone pole. After half an hour of torture and insults, during which he pleaded for the mob to respect his duty and office, the half-conscious man surrendered. He was taken to a waiting motor truck, which formed the head of the procession of automobiles, into which the mob climbed. The procession then left the city at high speed.

While the mob held Eley a prisoner under the telephone pole to which they threatened to hang him, Chief of Police Kinney called upon citizens to join his force, but was refused. The Fire Department was called out, but arrived just as the mob was starting away. The motor fire trucks were run three abreast down the streets, throwing chemicals on those of the mob that had not joined the motor procession, and the men on foot were dispersed.

It is understood that the mob was led by a band of farmers from the vicinity of the Barber country home, where the assault occurred early this morning. Mrs. Barber was slashed with a razor and beaten into unconsciousness. It is thought that she will die. A posse of 200 men with bloodhounds caught the negro Daniels in a woods in the same township later in the morning.

ASK WILSON TO MAKE A MOVE FOR PEACE

President Urged by Committee to Call National Conference to Offer Mediation.

WASHINGTON, Aug. 30.—A committee representing the American Neutral Conference Committee urged President Wilson today to call a conference of all neutral nations to discuss their interests as affected by the war, to agree upon principles of international action that will tend to prevent future wars, and, upon the basis of these, jointly to offer mediation to the warring powers. The President expressed sympathy with the general object of the committee. Hamilton Holt of New York, Chairman of the committee, acted as spokesman.

The American Neutral Conference Committee was organized in New York last June and consists of 100 members. Among the members are John D. Crimmins, Samuel T. Dutton, Professor Leo S. Rowe, Jacob H. Schiff, David Starr Jordan, John Hays Hammond, Rear Admiral French E. Chadwick, President W. H. P. Faunce of Brown University, Professor Irving Fisher, George W. Kirchwey, James Speyer, Frank P. Walsh, Dr. James J. Walsh, Amos P. Wilder, Oswald Garrison Villard, Rabbi Stephen S. Wise, and Jane Addams.

HEAT EXHAUSTION.
HORSFORD'S ACID PHOSPHATE
Revives, refreshes, strengthens. Relieves depression, restores the nerve force, overcomes the effects of heat. Buy a bottle.—Advt.

CONGRESS LEADERS HOPE TO AVERT STRIKE BY A QUICK EIGHT-HOUR LAW; GUARDSMEN COMING TO KEEP ORDER

15,000 SENT FROM BORDER

Soldiers from States With Great Railway Terminals Recalled.

3 REGIMENTS TO NEW YORK

Force in Texas to be Reduced by 24,000 Men—Pershing Soon to Quit Mexico.

ROADS PLAN TO RUN TRAINS

Appeal to Non-Brotherhood Men—Talk of 1,000 Strikebreakers for West Shore.

Special to The New York Times.

WASHINGTON, Aug. 30.—The Wilson Administration tonight took definite steps to meet any possible emergency growing out of the threatened great railway strike, if made effective next Monday morning, through use of the State militia forces. It issued orders to General Frederick Funston, at San Antonio, Texas, directing him to return twelve regiments of National Guardsmen immediately from their Mexican border patrol stations to State mobilization camps.

Approximately 15,000 guardsmen are involved in the movement which embraces guardsmen from the nine States in which most of the principal railroad terminal cities are located, New York City, Jersey City, Baltimore, Chicago, St. Louis, Kansas City, San Francisco, Portland, Seattle, and New Orleans. No troops from Pennsylvania, which has the great railway terminals at Philadelphia and Pittsburgh, have been ordered to return, but the announcement tonight hinted that other troops would be brought back from the border, and it is understood that guardsmen from Pennsylvania may be included in subsequent orders. The State of Pennsylvania, however, has a State constabulary force which might be available for strike duty.

The Official Statement.

Here is the official announcement issued by the War Department tonight:

"The War Department tonight directed General Funston to return to the State mobilization camps the three regiments from New York, two from New Jersey, one from Maryland, two from Illinois, two from Missouri, one from California, one from Oregon, one from Washington, and one from Louisiana, making in all about 15,000 of the National Guard.

"In view of the fact that substantially this number of troops who have not done patrol duty on the border are now on their way there, it is felt that this number can be spared.

"In a few days, if transportation facilities remain undisturbed, the department intends to order home some more regiments and possibly to replace them with troops now in their mobilization camps in the several States."

The first step toward the withdrawal of American forces from the Mexican border was taken earlier in the day when the War Department ordered the twenty-eight companies of Coast Artillerymen now on the border to proceed immediately from their stations to their regular stations in the fortifications along the Atlantic, Gulf, and Pacific Coasts.

Needed for Strike.

While War Department officials would not comment on the significance or purpose of the order further than to endeavor to make it appear that these troops are not now needed on the border, and were to be replaced by other guardsmen now en route to the border, the real purpose of the order is to enable the Administration to be prepared for any emergency in the great railway strike.

Effort was made to make it appear that these coast artillerymen were to return because their services were no longer needed on the border, but in view of the announcement, which was withheld until nearly midnight tonight, which stated that the twelve regiments of National Guardsmen from nine States had been ordered to return, it is confidently believed here tonight that the orders for the return of the coast artillerymen are also related to the evident wish of the Administration to be prepared for any crisis in the strike situation.

It may become necessary during the strike, if it comes, as it was in the great strike during the Cleveland Administration, to use troops to protect the movement of mail trains, which the railways will endeavor to run during the strike. In such a contingency the Administration would be helpless unless it had ordered troops back from the border.

Virtually the entire mobile army of the United States is on duty on the border, or in Mexico as part of the Pershing force, or in foreign service in the Philippines, Panama, and Hawaii. The forts and army posts throughout the country were stripped to such an extent to send troops to the border that it was necessary to call also upon the coast artillery organization of the regular army for twenty-eight companies of men for border service.

Tonight's announcement is interpreted as putting a new construction on the action of the War Department when it announced only as late as last Monday that the National Guardsmen of the States of Ohio, Vermont and Kentucky had been ordered to the border. There are nearly 15,000 men in these units and they are now en route.

The Need Foreseen.

It is now believed here that the Ohio, Vermont and Kentucky guardsmen, who have been in mobilization camps

Continued on Page 3.

Brotherhood Leaders Discourage Postponement; But Gompers Advises Them Not to Act in Haste

Special to The New York Times.

WASHINGTON, Aug. 30.—It was widely reported today that President Wilson had personally asked the heads of the four brotherhoods to postpone the date of the strike, called for next Monday, until Congress could have more time to act. A. B. Garretson, Chairman of the brotherhoods' Conference Committee, denied emphatically tonight that any such request had come from the President.

"You can say emphatically that the question of a postponement of the strike is not even under consideration," said Mr. Garretson.

"President Wilson has not asked us to postpone the strike," said W. G. Lee, head of the trainmen. "He understands, as we made it clear to him on Monday night, that we are now powerless to act unless a satisfactory settlement is made by Monday. Unless that is done we couldn't call it off if we wished to."

It is known that members of Congress have approached the brotherhood leaders on the subject of postponement for a week or two weeks, but have received slight encouragement.

Senator Blair Lee of Maryland today introduced the following resolution, which was referred to the Senate Interstate Commerce Committee:

Resolved, That in order to afford sufficient time for the intelligent consideration of the legislation in the President's message to Congress on Aug. 29, the Senate of the United States hereby requests the representatives of the railroad employes who have fixed Sept. 4 for the commencement of a general strike, to postpone the date for the beginning of such strike for one week, and that a copy of this resolution be immediately forwarded by the Secretary of the Senate to the said representatives having the matter of a strike in their charge.

After the union heads today had obtained copies of the bills proposed to be introduced they went into a conference with Secretary of Labor Wilson and discussed with him the proposed legislation. Later they had a conference with Samuel Gompers, President of the American Federation of Labor. Mr. Gompers is said to have advised the labor leaders that it might be well not to start the strike on Monday if by that time it appeared that Congress was likely to enact the eight-hour law within a few days. Mr. Gompers is a close personal and political friend of the President, and if it could be done without jeopardizing the interests of labor, he would be glad to see the strike averted.

The brotherhood leaders are frank in declaring that it is merely a race by Congress against time; that if they are assured of the eight-hour day by Monday they will not strike. Otherwise, they say, the strike will begin that morning.

THREE MEASURES DRAFTED

Provide for Commission To Study Effect of Eight-Hour Day.

NO RATE RISE CONSIDERED

Unions Expected to Postpone a Walkout While Legislation Is Pending.

HEARING IS SET FOR TODAY

Senate Committee to Listen to Representatives of Both Sides in Dispute.

Special to The New York Times.

WASHINGTON, Aug. 30.—The railroad strike situation is in a muddle tonight. It is a tossup whether there will be a strike. The representatives of the brotherhoods are still insistent that trainmen will quit work at 7 o'clock Monday morning, and the railroad executives are making every preparation to meet the emergency.

Both sides are being pressed to yield to the proposals of President Wilson. It is apparent that the President's program of legislation will not be enacted in its entirety. But progress was made today between the Senate and the House leaders in an effort to effect a compromise, and they were hopeful tonight that some parts of the legislation recommended by the President in his address to Congress yesterday would be enacted within the next few days.

Terms for a Compromise.

The compromise does not provide for anything more than the legalizing of the eight-hour day and the appointment of a commission "to observe the actual results in experience of the adoption of the eight-hour day in railway transportation alike for the men and for the railroads," as President Wilson expressed it in his address. It does not provide for authorizing other measures advocated by the President—consideration by the Interstate Commerce Commission of an increase in freight rates to meet the additional expenditures of the railroads caused by the eight-hour day and enjoining a strike while the Commission of Conciliation and Mediation is investigating the dispute between employers and employes.

The proposed compromise does not satisfy the railroads and those Senators and Representatives who hold that arbitration is essential to a fair adjustment of the quarrel between the railroads and the trainmen.

Optimism in Congress.

While the representatives of the brotherhoods continued to declare that they could see no prospect of preventing the strike, and were not even considering a postponement, and the railroad Presidents made known that they would go before the Senate Committee on Interstate and Foreign Commerce tomorrow and vigorously oppose eight-hour day legislation, opinion in the Senate and the House assumed an optimistic turn.

Senators and Representatives indicated that they were satisfied that the brotherhoods would not put the strike order into effect while Congress was considering legislation to meet the situation. The House leaders are seeking to pass a bill or bills before Monday, and they declared today that if, in the face of this effort, the strike were ordered, they would wash their hands of the whole business and let the brotherhoods take the consequences.

There are some marked differences between the proposals for a compromise advanced respectively by the Senate leaders and the House leaders, but the opinion prevails that these are not irreconcilable, and that the House leaders will enact some legislation bearing on the strike situation before the week is out, so that the brotherhoods will have ample reason for rescinding the strike order. The House leaders have practically concluded that if the Senate does not act within the next forty-eight hours, say, by Friday, the House will go ahead on its own hook and pass a bill, although it was the understanding that the Senate should act first.

Adopt President's Diction.

The most positive indication that a compromise between the leaders of the Senate and the House was in sight was afforded by the action of Representative Kitchin, Democratic leader of the House, and Representative Adamson, Chairman of the Committee on Interstate and Foreign Commerce, in adopting in its entirety the language of part of a tentative draft of a bill prepared for the President, and now before the Senate Committee on Interstate Commerce. This part provides for an eight-hour day and for an investigation of its effect on wages and the expenditures of railways.

But the House leaders added to the Newlands provisions a clause that gives to railway trainmen time and a half wages for overtime. This is the punitive overtime demanded by the brotherhoods to which the railroads say they will not submit. It was explained that this clause was intended merely to be suggestive, and that it would be eliminated if there was serious opposition to it on the part of Senators and Representatives.

An important development in the situation was the discovery tonight by Representative Adamson that a law enacted in 1862 and still on the statute books

LEHIGH VALLEY AVOIDS EMBARGO

Will Try to Keep on Bringing Munitions and Perishables to Tidewater Despite Strike.

ALL OTHERS PUT UP BARS

No Freight After Sunday—Passengers Warned—Coal Shortage Menaces Steamship Lines.

The embargo on perishable freight announced by some of the railroads on Tuesday, in preparation for a nation-wide strike of their employes, extended yesterday to most of the railroads of the country.

A single exception, among the larger lines, to the general embargo was the Lehigh Valley Railroad. Vice President L. D. Smith made the announcement that the company would try to continue its business without an embargo of any kind. The Lehigh Valley serves the Bethlehem Steel Works and carries to tidewater great quantities of munitions for the Allies. It is the only road thus employed that expressed hope of continuing this service.

Announcement of the embargo was published first by the big trunk lines. That was followed at once by telegraphic dispatches from railroad centres all over the United States telling of similar action by smaller lines. Each road issued its own orders, differing in detail from those of other lines. In general, however, the effect of the embargo will be a gradual refusal of freight. Beginning today, that classed by the roads as "explosives and inflammables" will generally be declined; by Saturday perishable freight will be included in the restriction, and by Sunday a general rejection of all shipments, except such as may be accepted "subject to delay," will be enforced.

Agents everywhere were notified to warn passengers of the situation, the Pennsylvania Railroad even causing this notice to be posted conspicuously in its ticket windows:

"On account of the threatened strike, all tickets sold are subject to restricted train service and delay en route and at junction points on and after Monday, Sept. 4, 1916."

Commercial and industrial organizations, as well as individual firms and corporations, were reported as "hoping for the best and preparing for the worst." Telegraph offices were deluged with messages from business houses, urging the railroads to hasten shipments or authorizing them to be hurried on by express.

Trolley Lines Prepare.

Managers of interurban lines made hurried plans to enlarge their facilities, and motor truck men, in cities all through the country, started hastily to overhaul their equipment. The Standard Oil Company, it was learned, had already concentrated unusually large supplies of gasoline at its depots.

Already the effect has been felt on shipping here and at other seaports. Representatives of steamship lines admitted that it was doubtful whether steamship traffic could be continued in the face of a strike, since it would almost surely bring a shortage of coal. Coastwise shipping lines were forced to the immediate announcement that, as a result of the railroad embargo, they could accept freight only to their terminals or to points that might be reached by water.

The most severe of the embargoes, and one that caused a drop of 4¼ cents in the price of wheat on the Chicago Board

Continued on Page 3.

ROADS WILL FIGHT THE 8-HOUR DAY

Will Insist at the Hearing Today That It Will Mean Higher Freights.

EXPECT SHIPPERS' SUPPORT

Threatened Demand by 1,600,000 Non-Union Men Also Will Be Pointed Out.

Special to The New York Times.

WASHINGTON, Aug. 30.—While the railroad Presidents today welcomed the invitation to appear tomorrow before the Senate Interstate Commerce Committee to say what they think of the President's strike legislative program, they saw in the hearing a strong indication that Congress would not be able to do anything in the way of final passage of legislation before Monday.

The railroad executives do not share the optimism of some persons close to the Administration that the brotherhoods will postpone the strike date from next Monday if Congress does not act by that time. The railroads have a system of espionage among the memberships of the unions, and generally have advance information of any proposed change in tactics by the labor leaders.

The railroads have no particular objection to any part of the President's program or to that tentatively suggested by the House leaders, except the all-important provision for the granting of the eight-hour day. Tomorrow, in the three hours allotted them, the railroad executives will present to the Senators the same arguments they presented to the President against the eight-hour day. Also they expect confidently that the three hours allotted to the shippers and others interested will be given over largely to arguments in their favor.

Their final refusal to accept the President's settlement terms pointed out that the shippers had pressed them not to do anything that would cause an advance in rates. Seldom in any railroad controversy has the issue been put so baldly to the public that a rate increase hangs in the balance.

1,600,000 Others Involved.

The railroad Presidents will tell the Senate Committee that the granting of the eight-hour day to the train service employes will lead to endless industrial strife with 1,600,000 other railroad employes who are not members of the brotherhoods. They will submit a letter which President Wilson received today from Robert T. Frazier, spokesman for the 1,600,000, threatening trouble if the legislative program does not provide an eight-hour day for them. In his letter Mr. Frazier said:

"As a representative of the 80 per cent. of the railway employes of the country, the men who at all times have been loyal to their companies, and to their country, and men who are not now making any demands relative to hours of service or wages, but who stand to suffer loss only as a result of the strike methods resorted to by the 20 per cent., the trainmen, or as the result of the readjustment of wage scales by any methods wherein they are not represented, I came to Washington three weeks ago bringing with me petitions from my associates in the service of the Nashville, Chattanooga and St. Louis Railway, bearing 6,000 signatures.

"These have since been augmented

Continued on Page 2.

Delicious Deerfoot Farm Sausage, fresh from the farm at Southborough, Mass.—Advt.

COMING SEPT. 27.

gives the President authority to take over and operate railroad trains in case of "public necessity" and to hold amenable to courtmartial proceedings any person refusing to aid in such operations. Mr. Adamson has not seen the text of this law, but he was deeply impressed with its applicability to the present situation and understood that it applied in time of peace. It is regarded as meeting President Wilson's recommendation that he receive authority to take over the rolling stock of railroads and to draft their officials and employes into the service of the United States for the transportation of troops and other purely military purposes.

Wide Scope of Law of 1862.

The law of 1862 as its provisions were understood by Representative Adamson tonight, goes much further than the President's proposal, as it gives him authority to operate trains for any purpose in case of "public necessity." This would enable the Federal Government to operate food trains if a general railway strike were called.

Representative Adamson said that he planned to provide in the House bill that the eight-hour day should become effective Nov. 1, 1916, and that the bill probably would read finally, "that eight hours shall be deemed a day's work at the existing wage for a ten-hour day."

The bill will contain a provision that in case of "accident or misfortune or in any case where existing divisions may be quire more thar eight hours to make a run at a safe and reasonable speed—the employes may work more than eight hours." Such labor is to be paid for at the rate of time and a half for overtime and the additional service is to be "without fault of the employe." Such a provision is bound to bring strong opposition in the Senate.

Today the Senate Committee on Interstate and Foreign Commerce held a long session at which it was decided that hearings on the proposed railroad legislation should be given tomorrow. The hearing will begin at 9 o'clock and will continue for nine hours, divided among representatives of the brotherhoods, the railroads and the shippers, and persons representing the public.

Three Bills Drafted.

Chairman Newlands placed before the committee tentative drafts of three bills that had been prepared by himself, Secretary Lane, Assistant Attorney General Todd, and Commissioner Chambers of the Board of Conciliation and Arbitration, acting in behalf of President Wilson. These bills follow the lines of the President's recommendations to Congress yesterday. They consist, first, of a bill establishing the eight-hour standard workday in interstate transportation; second, a bill defining the duties of the Board of Conciliation, Mediation and Arbitration in controversies between employers and employes in interstate transportation, and third, a bill empowering the President to operate railroads in time of emergency as a military necessity and for military purposes This last measure makes it a crime for any person to refuse to perform service when drafted by the President for such military purposes.

The Democratic members were all present at the meeting of the committee. The only Republican members there were Senators Cummins and Brandegee. Senator Cummins, addressing the committee, said that while there was need of prompt action by Congress, nevertheless, as the legislation that would be necessary and as proposed by the President placed a burden on the people of the country the utmost pains should be taken to discuss the whole subject completely and with every possible precaution and to this end there should be no undue haste.

To this Senator Robinson of Arkansas made an emphatic protest and charged that there were "petty politicians who were trying to make political capital out of the strike and in every way endeavoring and foment dissension and create difficulties in the way of a sane settlement of the whole trouble." Senator Cummins made no reply to this attack, but arose and left the committee room. At the request of his fellow-members and after an animated discussion of the incident, Senator Robinson went in search of Senator Cummins and apologized for his statements and their personal character and the meeting of the committee was resumed with Mr. Cummins present and participating in the deliberations.

After the meeting of the committee tonight Chairman Newlands said that there was ground for congratulation on the interchange of views during the day.

All Working for Peace.

It was clear that every one, he said, was in earnest and trying to meet the emergency in a patriotic manner. The shortness of the time before the date set for the strike to begin embarrassed the committee, but he said it was decided, notwithstanding the short interval, to hold hearings. Notices were sent this afternoon to the railroad managers and the brotherhood heads that the committee would be glad to hear them in public hearings that would begin at 9 o'clock tomorrow morning. A notice was also sent to the National Chamber of Commerce as the representative of the shipping interests of the country.

The brotherhood representatives will be asked to state their case first, and then the railroad managers will be heard. All the discussion by members of the committee during the day, Senator Newlands said, was entirely tentative. The session was behind closed doors, and every member had opportunity to state fully what his position was. There was no decision or any approximate agreement on the propositions advanced by President Wilson.

Senator Newlands said tonight that the committee had received word from the House Committee on Interstate and Foreign Commerce that only two of the features of the President's program could possibly pass the House. These were the eight-hour day and the appointment of a committee to investigate the effect of it on railroad finances. It is realized by Democratic members of the Senate Interstate Commerce Committee that the real battle over the program will take place in the Senate. The House can dispose of the whole matter under a rule in two days, but in the Senate there must be debate until a unanimous agreement is reached to take a vote. Members of the majority side of the Senate committee expressed the belief that there would be legislative action by Congress before Monday, but not in the comprehensive way proposed.

One plan discussed in the committee was that the program be cut down to two parts: First, that the eight-hour day be established in interstate transportation, and, second, that broad powers be given the President to take over and run all the railroads involved in the strike while the controversy was in the process of adjustment. This program received much support. While at first some Senators were inclined to think that Congress had no power to say that the President should take over and operate the railroads, after the matter had been discussed at length and the views of several of the members of the committee who are recognized as good interstate commerce lawyers were heard there was less opposition to the plan. A rather general opinion was that the length, breadth and depth of the interstate commerce clause in the Constitution have never been sounded and that Congress has the widest powers in the regulation of commerce between the States.

One member of the Senate Committee said tonight that from the tenor of the discussion he should not be at all surprised if the final action of Congress would be to enact this amended program: Declare the eight-hour day and empower the President to take and operate the railroads during the strike in order to maintain the public welfare and provide the people of the United States with interstate commerce, on which life in the last analysis depends, not only in the large centres of population, but even rural communities. But the House leaders want the legislative program restricted to the eight-hour day, with punitive overtime and a provision for an investigation of the eight-hour day on railroad finances. They were saying tonight that President Wilson was satisfied that this was all he could get from Congress at the present session and that if any legislation was enacted to meet the strike situation it would be in accord with their measure.

William B. Wilson, Secretary of Labor, was at the Capitol and among the brotherhood leaders today seeking to help along the legislation proposed by the President and to prevent the strike order from being put into effect next Monday. It is understood that Samuel Gompers, President of the American Federation of Labor, with which the brotherhoods are not affiliated, was at work with the brotherhood heads endeavoring to persuade them to order a postponement of the strike until Congress had an opportunity to consider the legislative program.

ORDER REGIMENTS FROM THE BORDER

Continued from Page 1.

more than a month, were ordered to the border in order to enable the War Department to order back to their cities and railway centres the National Guardsmen covered by the orders given to General Funston tonight. The particular regiments ordered to be returned were not designated in the War Department announcement, but it is probable that General Funston will designate these and that he has been given confidential instructions regarding the real purpose of this latest militia manoeuvre.

New York State furnished an entire division for the National Guard mobilization, including three brigades, in each of which there were three regiments of infantry.

The New York divisional formation on the border is broken up by the return of the three regiments, or one-third of the New York State Guard forces, who have tonight been ordered back to the New York State mobilization camp.

Under the orders issued tonight it is contemplated that the troops from New York, New Jersey, Maryland, Illinois, Missouri, California, Oregon, Washington, and Louisiana will entrain tomorrow for the trip northward. There will be just about sufficient time before Monday, when the strike order is directed to become effective, in which the troops may be transported from their concentration camps on the border to the vicinity of the great cities where they would likely be used in the event of need for their use to protect the movement of mail trains and to prevent serious disorders during the threatened strike.

SAN ANTONIO, Texas, Aug. 30.—The first movement of National Guardsmen designated to returned to their State mobilization camps from the border may take place within the next eighteen hours, General Funston said tonight after he had received the War Department's orders.

It is expected that the movement northward will be well under way by Friday or Saturday.

RAILWAYS DRAFT MEN TO KEEP TRAINS GOING

Thousands of Shop Hands and Retired Employes Called—Talk of Strikebreakers.

Preparations by the railroads to operate trains in the event of a strike went on yesterday with haste and earnestness that indicated that railroad officials looked for the strike to come on Monday.

Notices were sent out to thousands of former railroad men who had gone into other lines of business, inviting them to return. Many responded to these summonses, and at the headquarters of some of the big trunk systems in Chicago the physical examination of these candidates for re-enlistment in railroad service was begun.

Shopmen and engine hostlers who know something of the operation of a locomotive were put to school under experienced engineers, whose coaching, it is hoped, may enable these men to take the throttle of a locomotive by Monday.

Guarantees of bonuses and of protection in their new work were sent to many men experienced in firing boilers and operating stationary engines.

From all these sources, together with present employes on whom the roads feel that they can count, officials of many of the lines said yesterday they expected to gather enough men to maintain service of a sort.

To illustrate this hope it was pointed out that the Pennsylvania employs 12,000 skilled workers in its Altoona shops and other thousands in the shops at Trenton, West Philadelphia, Wilmington, and other points along the Pennsylvania lines. These men will not be affected by the strike, not being members of the four brotherhoods, but they could coach or coachfit to take the places of brotherhood men. The New York Central has similar thousands in its employ and what is true of the larger lines is equally true of the smaller ones in proportion.

Great Body of Veterans.

Many of the roads have completed a census of their men and announce the conclusion that enough will remain loyal to operate trains. In fact, the lines having headquarters here denied yesterday that arrangements to employ strike-breakers had been made or even begun. From Chicago, however, came reports that roads there had called on private detective agencies for men.

Officials of the West Shore Railroad, according to reliable report in Weehawken last night, will import 1,000 strike breakers into that city this morning. The men are to be housed in the emigrant room at the station and on an old ferryboat moored at one of the West Shore slips. Cots were being got ready last night, it was said, cooks had been engaged, and several weeks' rations provided. Most of the men were said to have been recruited in New York City, and a majority of them were declared to be former employes who had left the service for various reasons. The men have been mobilizing for a week or more and will be kept in readiness to man trains if the strike takes place according to schedule.

The New Haven's Appeal.

Since the beginning of the strike talk various roads have issued appeals to their men, endeavoring to prove to them the advantage of remaining on their jobs. The New York, New Haven & Hartford Railroad issued its message to its employes yesterday. It read:

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.
To Engineers, Firemen, Conductors, and Trainmen:

The demands of employes in engine, train, and yard service for an eight-hour day and time and one-half for all overtime have been carefully considered by this company. These demands represent an increase in the cost of this service to the company of $1,796,893 per year, or 37.6 per cent.

The company, through the National Conference Committee of Managers, has offered to submit your demands to the Interstate Commerce Commission for an impartial investigation, or to arbitration.

The company recognizes its deep obligation to the public to maintain its service, believes there are many true, loyal employes who as such recognize their full share of this obligation, and who favor methods other than a strike for reaching conclusions.

Understanding you have voted in favor of a strike to enforce your demands, attention is invited to the long period of satisfactory relations between employes and the company, together with the very favorable and satisfactory working conditions, and we urge you to give most serious consideration to the far-reaching effects of such an act before you decide to withdraw your services.

If a strike is ordered and you leave the service, the company, to fulfill its obligation to the public, will make every effort to operate its trains. In view of this, are you going to sacrifice all you have earned in seniority, opportunity for pensions, &c., by hasty or ill-considered action?

Employes who join in the strike do by such action, leave the service of the company and thereby sacrifice all rights and privileges, and can expect, before re-entering the service, they will be required to pass the necessary examinations, and only those not charged with improper acts will be considered for re-employment.

Every employe who decides to remain in the company's service will have his seniority and standing protected.

C. L. BARDO, General Manager.
New Haven, Conn., Aug. 29, 1916.

Many of the roads have addressed personal appeals to every man in their employ, among these being the Pennsylvania, the New York Central, the Erie, and the New Haven. They feel they can do no more along that line.

New Haven Doesn't Fear Strike.

Special to The New York Times.

NEW HAVEN, Conn., Aug. 30.—An optimistic view of the situation here which would follow the threatened railroad strike was taken tonight by nearly all the manufacturers of New Haven. They pointed out that three advantages were possessed by nearly all the manufacturers here—an unusually large coal supply, a large amount of raw materials on hand, and exceptional facilities for shipping goods by water.

Philadelphia Officials United.

Special to The New York Times.

PHILADELPHIA, Aug. 30.—The railroad heads here intend to fight the strike unitedly. It was stated yesterday by officials of the Pennsylvania Railroad that the Executive Advisory Committee would remain intact and direct operations of the different companies in their fight. When first formed it was announced that the Advisory Committee would merely look after the interests of the railroads until the actual beginning of the strike.

"So far as the running of trains and the handling of freight are concerned, it will be up to the individual companies to solve these problems," an official said today, "but when it comes to dealing with the men, the companies will act unitedly. No agreements will be made by individual companies without the sanction of the committee."

Pittsburgh Barracks for 1,000.

Special to The New York Times.

PITTSBURGH, Penn., Aug. 30.—Pennsylvania Railroad officials announced today that in case of a strike the company would draw on its forces in other departments to operate trains. The company has about 30,000 employes who are not members of unions.

Workmen today started converting the Jenkinson Building, near the Union Station, into barracks to accommodate 1,000 men. Cots are being installed, with a large food supply and a kitchen. An overhead bridge is to be built over Liberty Avenue connecting the Jenkinson Building with the Pennsylvania Railroad station, to permit the employes to pass back and forth between the barracks and the trainshed without passing along the streets.

It was announced from the office of Superintendent R. T. Morrow that a corps of about 1,800 railroad policemen is being organized to protect property and prevent patrons from being interfered with. They will be quartered at hotels in Pittsburgh.

Barracks for train employes, according to the Superintendent's announcement, are being fitted up at Pitcairn, Conemaugh, Derry, and Altoona.

The trainmen have not made known whether they will oppose any attempt to move trains.

Cleveland Strike Plans.

Special to The New York Times.

CLEVELAND, Ohio, Aug. 30.—Not even a mail train will run out of Cleveland after 7 A. M. Monday if the railroad strike is called. Trains which leave Cleveland before that time will be halted at the first station where engines are usually changed.

These statements were made today by Edward Hooker, manager of the Publicity Bureau of the four brotherhoods that threaten the strike. About 4,000 men would strike in Cleveland if a settlement was not reached, Hooker said.

"Passenger train crews already have better than an eight-hour day, but they will go with us," he declared. "The railroads expect to keep old employes who expect to be pensioned in a few years. Most of these men carry insurance in the brotherhoods which they value more than pensions, and which they would lose if expelled for working during the strike. Men in the Collinwood shops will not be called out by the strike. They are union men, however, and are with the movement."

Lake Boats May Aid Chicago.

Special to The New York Times.

CHICAGO, Ill., Aug. 30.—Operators of lake boats will bring in all the supplies in event of a railroad strike, but their employes probably would strike if any assistance were given to the railroads. These employes have received two increases in wages this season, but if they quit, the Seamen's bill would prevent the owners from employing any men except those holding "efficiency" certificates.

All railroad heads were working today to learn how many engineers could be mustered. Extra guards were hired for the yards and freight platforms, and notices were sent out that perishable freight shipments would not be accepted. Agents everywhere were directed to warn ticket purchasers to complete their journeys by Saturday or not start.

Calls were made upon municipal and county authorities for protection, as it is the intention to operate trains—perhaps only two a day at the beginning. The Rock Island and other roads which are in receivers' hands may obtain injunctions preventing any interference with their operation.

Organization of union forces in Chicago, which has been designated as auxiliary headquarters in the railway strike, was pushed today. The strike is to be directed in this district from Room 1,000, Elsworth Building, where James Murdock, Vice President of the Brotherhood of Railway Trainmen, is in charge. Associated with Mr. Murdock are Timothy Shea, Assistant President of the Brotherhood of Locomotive Firemen and Engineers, and T. A. Grebb, Vice President of the Order of Railway Conductors.

The Chicago & Alton has announced that the men who continue in service will have preference for the better jobs when the dispute is finally settled.

St. Paul Still Hopeful.

Special to The New York Times.

ST. PAUL, Minn., Aug. 30.—The Soo Line has a three-year wage contract with engineers which will not expire until May, 1918, but members of other brotherhoods are expected to obey the strike order. Hope was expressed that the strike might still be averted.

18,000 to Quit in Colorado.

Special to The New York Times.

DENVER, Colo., Aug. 30.—Brotherhood representatives here state that 18,000 trainmen in Colorado are prepared to obey a strike order Monday. Officials of the State Federation of Labor say that 25,000 other union workers in lines dependent upon railroad supplies would be idle within a week after the strike was called.

Leaders who will direct the strike from Denver are here, and strike headquarters have been established in Denver for the entire Denver & Rio Grande system, the Colorado & Southern, the Santa Fe, and the Union Pacific lines between Omaha and Ogden.

Most of the railroads have been storing coal for six weeks and making arrangements to man their trains with non-union men. Burlington officials state that their trains would be running as usual Monday morning, regardless of a walkout. The Santa Fe officials say they already have 1,500 men ready for work in Colorado and Kansas. Reports of other lines were non-committal.

St. Louis Expects Some Service.

Special to The New York Times.

ST. LOUIS, Mo., Aug. 30.—The principal railroads today gave evidence that they felt sure of their ability to operate a number of trains, but that the service would be meagre. Announcement was made that all employes eligible to pensions will lose these rights if they strike.

It was intimated after a conference with brotherhood men that the shopmen of the Missouri Pacific would join the trainmen in the strike and also give them financial aid. Between 35,000 and 50,000 workmen in St. Louis and its immediate vicinity will be affected by the strike.

100,000 Involved in New Orleans.

Special to The New York Times.

NEW ORLEANS, La., Aug. 30.—New Orleans's preparations for the railroad strike are being made very quietly. The Association of Commerce and other civic organizations are investigating the probable effect of a strike. At least one local detective agency has received instructions to begin a search for strikebreakers. Every railroad will endeavor to continue operations, though officials admit the effort will be feeble. Each railroad will handle its affairs individually.

Figures gathered by investigators show that more than 100,000 persons eventually will be thrown out of employment here if the strike becomes effective. Bananas in the United Fruit Company warehouses and in ships not yet in port will represent an enormous loss. There are thousands of carloads of bananas on the way to the market now.

New Orleans will not suffer so greatly as will many inland cities. The navigable waterways about the city will make possible shipments from many points. Passenger transportation to nearby towns will be taken care of by the New Orleans Jitney Association.

Houston Headquarters Ready.

Special to The New York Times.

HOUSTON, Texas, Aug. 30.—Preparations have been made by the managers of the seventeen roads having headquarters here to meet the strike scheduled for Monday. Embargoes have been declared on live stock and perishable goods, and all other freight is accepted subject to delay. The companies are preparing to man trains with employes from shops and offices. They have notified travelers that unless they make arrangements to reach their destinations by Sunday night they may be subjected to perplexing delays. The men are counseling their associates against violence and say the strike is certain.

El Paso Awaits Walkout.

Special to The New York Times.

EL PASO, Texas, Aug. 30.—Both the railroad companies and the trainmen in this region are preparing for the strike Monday. A report was received here today that a non-union train crew had been sent to Alpine, Texas, a division point, to handle through trains out of there when the strike is called. At the general offices of the El Paso & Southwestern Railroad it was announced that no general embargo would be declared until the strike was called. Railroad employes as well as officials are laying in food supplies. Milk prices rose here today and live stock and perishable freight are being refused by the local railroads.

BOTH SIDES SEEK PUBLICITY.

Railroads and Brotherhoods Each Advertise Their Contentions.

The railroads set forth their position on the threatened strike as finally outlined before President Wilson in large display advertisements in the New York newspapers this morning.

The final proposal of the railroads is summed up in the advertisement, which declares that "this strike was ordered from Washington while the President of the United States was making every effort to avert the disaster."

The advertisement repeats the statement made by the railroad executives to President Wilson, and concludes:

"The problem presented is not alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens shall be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce."

Both the railroads and the brotherhoods are beginning a publicity campaign to get their sides of the pending controversy before the American people. THE TIMES prints today a five-column advertisement of the unions, one statement of which reads:

The real and ultimate reason that the present railway strike will be declared was the refusal of the railways to accept the plan of settlement proposed by the President of the United States.

Another statement is that the employes' committees reaffirmed the strike vote and left Washington because they realized the railroad officials were "simply utilizing the time to create a public opinion against President Wilson and against the railway employes, soliciting and paying for thousands of telegrams from farmers, merchants, and manufacturers."

STRIKE PREPARATION EVIDENT AT CAPITOL

Embargoes and Intention to Put Deserters at Bottom of List Shows Roads' Spirit.

Special to The New York Times.

WASHINGTON, Aug. 30.—The railroads of the United States today rushed preparations to deal with the greatest strike in their history. Railroad executives who have remained here were active in the announcing of embargoes, and these will be filed with the Interstate Commerce Commission without delay. Representatives of the railroads said that the embargoes would be partially raised as soon as they gain a comprehensive conception of their facilities after the full effect of the expected strike blow has fallen. Orders are also being prepared by all the roads, which will be posted late this week, warning passengers that schedules may be subject to "perplexing delays."

Advices will also be issued to food dealers to use electric railways and automobile trucks to the greatest extent possible.

It is known that the railroads have made arrangements for hiring more than 100,000 strikebreakers, but they are not making any of their plans public here, on the ground that they do not wish the brotherhoods to know of their intentions. It is known that emergency schedules have been worked out for the operation of 50,000 miles of trunk-line railway with which the traffic executives believe they can supply the cities with food.

While emergency passenger schedules have been worked out as well, it is said by the executives that persons who wish to travel during the strike will have to wait until food supplies have been transported.

The railroad executives say they have received reports which make it certain that they will retain in service 15,000 of the 73,000 locomotive engineers. They say that with the 15,000 at work they can break the strike. The strikebreakers will be used as firemen, conductors, and switchmen, but none but skilled men will be allowed to pull the throttles of locomotives.

The 15,000 engineers, the railroad executives say, will work with men who come from the shops, those who will not strike, promoted firemen, and pensioners. It is the general opinion of the railroad executives that they can break the strike in two weeks. They are all confident they can win.

Ralph Peters, President of the Long Island, said: "It is our duty to serve the public and we expect to continue our obligations in that direction. We may be hampered, but are confident that in a brief time we will succeed in giving our regular service."

'GOD HELP YOU; I CAN'T,' WILSON TO RAIL HEADS

With These Words He Dismissed Executives' Committee After Final Peace Plea.

Special to The New York Times.

WASHINGTON, Aug. 30.—It became known tonight that yesterday morning, when the committee of eight of the railroad Presidents went to the White House and handed President Wilson their final refusal to accept his settlement scheme he made a last request that they change their minds. After they refused, and as they arose to leave, the President said: "Well, God help you. I cannot."

CLYSMIC
THE KING OF TABLE WATERS

LEHIGH VALLEY AVOIDS EMBARGO

Continued from Page 1.

of Trade, was made by the Pennsylvania Railroad. The text of that road's announcement follows:

In view of the impending nation-wide strike of the enginemen, conductors, firemen, and trainmen in the freight and yard services, the Pennsylvania Railroad Company, Philadelphia, Baltimore & Washington Railroad, and the West Jersey & Seashore Railroad Company have been compelled to issue the following embargo notices on freight, to apply to shipments from all points for all destinations:

Item No. 1—Effective at close of business Thursday, Aug. 31: Embargo all shipments of explosives and inflammables of every kind and description.

Item No. 2—Effective at close of business Friday, Sept. 1: Embargo all shipments of perishable freight, including livestock, dressed beef, live and dressed poultry, and fresh fruits and vegetables.

Item No. 3—Effective at close of business Saturday, Sept. 2: Embargo all freight of all kinds from all points for all destinations.

As soon as practicable on and after Sept. 4, which is the date set for the strike to become effective, these embargoes will be modified to pe mit the resumption of the movement of foodstuffs and perishable freight. Other modifications will be made as promptly as circumstances permit. It will not be possible, however, to give information on these points until the railroad company has ascertained accurately on next Monday what force of employes will be available for the movement of traffic.

The Pennsylvania Railroad and its associated lines are at present filled with freight, a great part of which is moving toward the great centres of population. The purpose of the embargoes is to clear the lines up as far as possible, so that congestion and confusion will be avoided at the opening of the strike, and the management will have the best possible opportunity to reorganize the service with the greatest practicable speed.

In the event that the strike order should be withdrawn before Monday, Sept. 4, the embargoes will be canceled by wire.

All freight described under embargo items Nos. 1, 2, and 3, which may be in transit, will not be accepted from the New York, Philadelphia & Norfolk Railroad, Cumberland Valley Railroad, Cornwall & Lebanon Railroad, Sparrow's Point & Baltimore Railroad, the Pennsylvania Lines West of Pittsburgh, or other connecting lines, at any junction points, after date and hour in each item above named, regardless of date on which shipment was accepted, as indicated by date on billing.

All bills of lading issued on and after Wednesday, Aug. 30, 1916, and until further notice, must bear the following notation: "This shipment accepted subject to delay, loss, and damage, account of threatened strike."

Station agents at all points on the Pennsylvania lines east of Pittsburgh are being notified today to urge that special efforts should be made by all parties interested to remove from the premises or cars of the railroad all explosives and inflammables before 6 P. M. on Sept. 2, and all perishable freight on or before Monday, Sept. 4. This applies to all explosives, inflammables, and perishables, whether in station or transit.

The management of the Pennsylvania Railroad has notified the Adams Express Company that after today all shipments over the lines of the Pennsylvania Railroad must be accepted subject to delay, and that no live stock or perishables should be accepted that cannot be delivered on or before Saturday, Sept. 2. Notice is also given that the developments of the next day or two may determine whether or not it will be necessary to place express shipments under a complete embargo, pending the result of the strike call.

Cuts Off Much Food.

The effect on this city will be felt immediately for the Pennsylvania is one of the principal systems bringing Western beef and other foods into New York. In addition it handles a large part of the city's milk supply. As does the Lehigh Valley, it serves a large munition plant, that of the du Pont interests in Wilmington, Del.

In addition to the Pennsylvania, the eastern systems that announced embargoes yesterday were the New York Central, the Baltimore & Ohio, and the Delaware, Lackawanna & Western. At the offices of the Central Railroad of New Jersey and of the Erie Railroad it was said those lines were at work on the problem and that announcements from their executive offices might be forthcoming today. In asserting determination to continue business, the Lehigh Valley announced that its first care would be the milk supply of the city. Here is the statement of Vice President Smith:

The Lehigh Valley Railroad hopes to be able to continue the operation of all of its trains without interruption. No one can say definitely what conditions we will face on Monday, but in the meanwhile we are preparing to meet whatever emergency may arise.

Should there be a considerable interruption in train service our first thought will be regarding the milk supply of New York City and nearby towns. No effort will be spared to continue our part of the service of transporting milk to the city. Second only to milk will be the prompt movement of food for human consumption, and then fuel for public purposes. Such passenger trains as may be necessary will be operated, but milk and food will control.

At this moment we do not contemplate shutting off the general movement of freight in anticipation of trouble. Our line is in normal condition just now, and we will endeavor to keep it so.

We will make every effort to limit a strike to such interruptions to train service as cannot possibly be avoided, and all other work will be carried on as usual.

All Subject to Delay.

The embargo of the Lackawanna goes into immediate effect. It forbids the acceptance of all perishable freight, including live stock and poultry, all freight requiring ice or ventilated refrigerator cars, all explosives, and all "inflammable and dangerous articles enumerated in the lists of the Interstate Commerce Commission for the regulation of the transportation of explosives, inflammable and dangerous articles." Freight of any other sort will be accepted from today only "subject to delay."

Like the Pennsylvania, the Lackawanna is one of the great coal-carrying systems of the country, and is also one of the principal lines upon which New York City depends for its supply of milk and other foods. It is likewise one of the systems over which ammunition in great quantities is brought to the seaboard for shipment to the Allies, one of its principal shippers being the Canadian Car and Foundry Company.

The New York Central's embargo was announced last night. It will become operative, in part, at midnight tonight, when acting under instructions from the New York office freight agents on all lines in the system will refuse live stock and perishable goods except to be moved exclusively in territory east or west of Niagara Falls, or Clearfield.

At midnight tomorrow the Central's agents will refuse all freight except anthracite and bituminous coal and iron ore originating on the Central's lines, while at midnight Saturday the embargo will affect freight of all kinds regardless of destination, with the single exception of milk.

The following notice was sent yesterday to agents of the New York Central system:

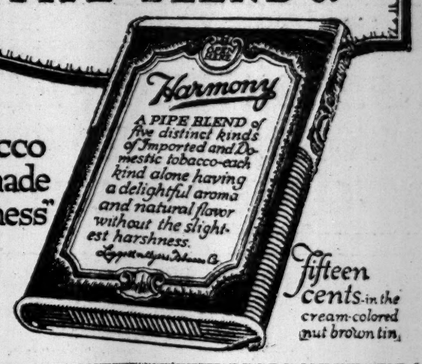
On account of threatened labor trouble, notice is hereby given that all freight accepted by this company will be subject to delay. Be governed accordingly.

Rubber stamps bearing the following statement were also sent to agents of the Central yesterday:

Received subject to delay, loss, or damage, due to strike.

The above will be stamped on every bill of lading issued by the New York Central until further notice.

HARMONY
A PIPE BLEND



The tobacco that has made "rich-mildness" possible

Fifteen cents in the cream-colored mat brown tin.

ROADS WILL FIGHT THE 8-HOUR DAY

Continued from Page 1.

by petitions by the employes of other roads to the number of 105,000, now in your hands, and between 100,000 and 200,000 more which I am advised are expected to be forwarded to you shortly.

"I have sought and patiently awaited for these three weeks an opportunity to present these, our petitions as citizens of the Republic, to its first citizen and it is with regret that I must now report to them that throughout this long period, given over almost entirely to the subject, you have not found it convenient to receive their representative."

Regarding the proposed enactment of an eight-hour day law Mr. Frazier says:

"I must respectfully warn you of the event sure to follow, which will place the industrial fabric of the nation in greater jeopardy than it at the present stands—the 80 per cent. must of necessity organize and present their demands for recognition and protection."

To Indorse Proposal Five.

The railroad Presidents will strongly advocate the passage of Proposal Five of the President's program providing for the creation of an industrial disputes commission and providing that during an investigation of labor disputes by this commission it shall be unlawful for a strike or lockout to be declared. They believe this will insure the nation against a repetition of a national strike crisis arising suddenly. This is the part of the President's program that the brotherhoods will most strongly oppose.

The railroad Executives and counsel will give the Senators figures to show that it will cost between $50,000,000 and $60,000,000 a year to give the eight-hour day to the 400,000 members of the brotherhoods and at least $250,000,000 a year to give it to all their 2,000,000 employes.

CONCESSIONS TO MEN PLANNED BY KITCHIN

House Leader Proposes Short Day and Overtime Pay, Discarding Almost All of President's Program

Special to The New York Times.

WASHINGTON, Aug. 30.—Representative Claude Kitchin, Democratic floor leader of the House, and Representative William C. Adamson, Chairman of the Committee on Interstate and Foreign Commerce, drafted a substitute and compromise bill today to meet the railroad strike crisis. When the legislative atmosphere clears these leaders believe this bill will constitute the legislation approved.

The Kitchin-Adamson measure provides for an eight-hour day on railroads and the appointment of a commission of three persons to investigate its operation and report to Congress. A provision that the trainmen shall receive "time and a half" pay for overtime is included tentatively, but if opposition develops the House leaders have reason to believe the brotherhoods will accept a straight-out eight-hour day provision.

The remainder of the legislation program suggested in the President's message of yesterday is slated for the legislative discard in the House. Chairman Adamson informed Senator Newlands and Senator Robinson of the Senate Interstate Commerce Committee today that a modified program, containing these provisions only, is likely to be acceptable to the lower chamber. Mr. Kitchin and Mr. Adamson are confident the President eventually will agree to the bill they have drawn.

The majority leader today conferred with members of the House, who are included in the "labor group." They practically promised that the substitute proposal would meet the approval of the brotherhoods. This promise was made following a conference between the labor members and representatives of the trainmen, who are understood to have been parties to a tacit understanding, as follows:

That the House shall not attempt to enact compulsory arbitration legislation.

That the strike may be averted by legislation for an eight-hour day, and an inquiry into the wage question and the effect of the change upon the carriers and business.

Leaders of the House are for immediate action, and are impatient over the Senate delay, incident to the holding of hearings on the strike situation. The present intention of Mr. Kitchin and Mr. Adamson is to wait only two days on the Senate. In the event that body shall not have acted upon anti-strike measures by the expiration of that time, the two House leaders are prepared to rush their substitute through the House without further ado and regardless of the status of legislation in the upper chamber.

They are proceeding on the assumption that something must be done before Sept. 4 to avert a strike. It is inconceivable, they say, that the trainmen will walk out on that date if even one body of Congress shall have gone on record for an eight-hour day. If a strike should take place despite this contemplated action of the House, it would alienate, the leaders say, whatever sentiment there may be in Congress for the cause of the brotherhoods.

The House continued today to hold aloof from the President's proposal for compulsory arbitration, patterned after the Canadian law, and the suggestion that Congress ask the Interstate Commerce Commission to take up the question of rate increases. Mr. Adamson informed Senators Newlands and Robinson that such a program would meet strong opposition on both sides of the House. The crisis can be met, he contended, by a bill embodying two of the President's recommendations. If a strike is averted, he said, there will not be necessity even for authority that the railroads may be operated by the President for military purposes.

The substitute bill, the House leaders say, is substantially the original proposal made by the President to the brotherhoods and which received their approval. The railroads rejected it.

As it is proposed to give the employes this concession in the form of legislation and thereby avert a strike; the railroads, it is argued, must accept it because it will be law.

UNIONS FIGHT "PROPOSAL 5."

Will Denounce It to Senators Today as Unconstitutional.

Special to The New York Times.

WASHINGTON, Aug. 30.—The heads of the brotherhoods received word this afternoon, while they were posing for the movie men, that they would be heard first by the Senate Interstate Commerce Committee tomorrow. Miles R. Dawson of New York will represent them as counsel.

The chief opposition of the unions will be to Proposal Five of the President's program to make it unlawful for them to effect the strike that has been called for next Monday morning. While the brotherhood heads would not tell the Senators so, they have taken the stand privately that the enactment of the proposed law would not stop the strike unless the eight-hour day was enacted at the same time. They say that, while the law might prohibit the men as unionists from striking, it would not hinder their stopping work as individuals.

The argument of the brotherhoods will be that such an act would mean involuntary servitude. They will quote the Thirteenth Amendment to the Constitution, which says: "Neither slavery nor involuntary servitude except as a punishment for crime whereof the party shall have been duly convicted shall exist within the United States, or any place subject to their jurisdiction."

The unions will say that they are prohibited from striking whenever they feel like it, it means involuntary servitude and will, therefore, be unconstitutional.

It will also be contended by the unions that the passage of Proposal Five, providing that there shall be no strike until after an investigation, will result in endless delays caused by the railroads and that the law will be impossible of enforcement in the United States.

The unions will make it plain that there is no possibility of their calling off the strike unless Congress passes the eight-hour day law. They say they will not submit to a passage only of Proposal Five, without getting the measure favorable to them.

SENATORS DEBATE ON STRIKE.

Hughes of New Jersey Sees Trend Toward Government Ownership.

Special to The New York Times.

WASHINGTON, Aug. 30.—A debate on the railroad strike situation started in the Senate today during the delivery of a speech by Senator Cummins on compulsory arbitration of industrial disputes. Mr. Cummins had given notice yesterday of his purpose to speak today, and before he had concluded a dozen Senators were engaged in a general discussion.

Senator Cummins said that the right of Congress to investigate was without limit, whether legislation follows or not.

"It is my judgment," he continued, "that there is no method for the prevention of strikes by force of law except to deny to workingmen the right of striking in union or in concert; that is to say, to make it unlawful to enter into an agreement or understanding that they will cease to work at a prescribed time and in a body."

Senator Hardwick questioned a statement of Senator Cummins as to fixing wages by law and undertook to show that it could be done. Senator Cummins ridiculed his views, saying that a carpenter got $5 a day and a lawyer $50 and there could be no standard.

Senator Reed advanced the idea that the Government should take jurisdiction of a strike situation by going into the Federal courts with a petition for a receiver of a railroad and then operate the road in the public interest.

Senator Simmons urged that Congress had the power to investigate the merits of a controversy in behalf of the public rather than the parties to the dispute, and that when a determination was made and while the investigation was pending, there was authority to declare a strike unlawful and to enjoin employes from striking. Senator Hughes of New Jersey said the whole trend of the present dissent between employes and managers was toward government ownership.

Senator Hoke Smith of Georgia made a spirited appeal for the postponement of the strike. He said he did not mean to contend that employes did not have the legal right to strike, but they could not afford to bring trouble to the people. He asserted that the railway workers would lose friends all over the country if they went ahead with the strike.

DENY INJUNCTION WILL STOP STRIKE

Brotherhood Leaders Say They're Not Alarmed at Restraining Order of Nebraska Judge.

OMAHA, Neb., Aug. 30.—Judge W. E. Sears of the District Court of Douglas County issued an order today restraining the general and local officials of the Order of Railway Conductors calling or enforcing a strike on the lines of the Union Pacific. The order was issued on petition of Edwin a Hamilton, a conductor on the Union Pacific and a member of the Order of Railway Conductors, who declared that he and many other employes of the road were anxious to continue at work.

Judge Sears set Saturday morning, Sept. 2, for the hearing of the order.

Hamilton in his petition contends the strike order is a violation of the constitution of the conductors' organization, which provides for a two-thirds vote on any road where a strike is to be called. This law was changed last May so that a two-thirds vote of all concerned in a general wage movement governs the employes of all railroads involved, whether the employes of an individual road vote to strike or not. Hamilton insists this change violates the constitution of the order.

KANSAS CITY, Mo., Aug. 30.—A temporary injunction, restraining the local and national officers of the Order of Railway Conductors from calling out members of the order on strike on the Union Pacific Railroad was issued by Judge T. U. Seehorn in the District Court here today. The order is returnable Saturday and was made out to Charles A. Brown, 66 years old, of Bonner Springs, Kansas, a conductor on the Union Pacific Railroad for thirty-one years.

Brown, in the petition, alleged that should he go on strike he would lose his opportunity to retire on a pension of $80 a month in four years, while if he does not go in the impending movement he will forego his insurance

CITY PLANS TO STOP ANY FOOD EXTORTION

Police Ordered to Watch Dealers and Report Unreasonable Advances in Prices.

CONSPIRACY LAW IS CITED

Milk Concerns Arrange for Truck and Steamboat Service if the Railways Fail.

New York City authorities took steps yesterday to prevent extortion if food becomes scarce on account of a railroad tie-up. Beginning next Monday policemen will keep watch on retail dealers and will report to headquarters any unjustified advance in prices. It was said yesterday that any dealer guilty of extortion could be prosecuted under Paragraph 6 of Section 508 of the Penal Code, which says, in effect, that if two or more persons conspire to injure the public health they are guilty of misdemeanor.

A large advance in the price of milk would cause the greatest hardship because many persons who require it for babies would be prevented from obtaining it. The threat of a milk famine is the most alarming feature of the present situation because the lives of many depend upon its daily delivery. A representative of the Borden company was asked if he thought the price of milk would be advanced if a strike reduced the supply.

"I haven't heard a thought of that mentioned," he said. "We have not given any consideration to prices; we have been centring our attention on arrangements to get enough milk to the city to take care of the babies and children depending on it, or rather our part of them. We hope to sell milk at the usual prices, though the cost to us will be much larger."

The Borden company will use motor trucks and steamboats to bring milk to New York. One central point for collection will be at Albany. From that city motor trucks will go into the country and collect milk and from Albany it will be shipped down the Hudson by boat. The main problem is the collection in the country, not transportation by boat or trolley, for there are ample facilities of this sort, but there is a limit to the work the trucks can do, owing to the short time in which milk spoils. The Borden people estimated that the best they could possibly do would be to collect 25 per cent. of the milk they ordinarily handle. About 25 per cent. of the milk that comes to New York, it is estimated, is required by babies.

George W. Alger, counsel for the Sheffield Farms-Slawson-Decker Company, dealers in milk, in an effort to get a formal announcement from the railway brotherhoods as to whether they would co-operate to keep milk trains running, sent the following telegram yesterday:

Miles Dawson, Counsel for the Railway Brotherhoods, Washington, D. C.:

Will uninterrupted milk train service continue after Labor Day? Imperative that advance announcement be made by brotherhoods so that dealers may know what to expect and plan, if necessary, to protect lives of children. I ask as counsel for Sheffield Farms Company.

GEORGE W. ALGER.

Railroad executives put in a busy day yesterday organizing forces to keep food trains running to New York in the event of a strike. They refused to divulge their plans, as that would be bad strategy, they said, but were as confident as on the day before that they would be able to maintain that part of their service.

H. S. Walker, President of the Old Dominion Steamship Company, asked yesterday how much help coastwise steamships could render toward relieving New York from a food famine, said reports that those ships could bring cargoes of food to New York were without foundation. He did not think they could give any material help, because fresh foods, such as vegetables, were not available at the ports they touch. There would be the lack of railroad service to assemble these products, he said, but the main difficulty arose from the fact that the shipping season for farm products in the territory touched by the lines was past.

The Sound steamers, it is expected, will bring fresh food to New York in larger quantities in case of a railroad tie-up, but the problem of collection will confront them also.

STRIKE MIGHT STOP SOME NEWSPAPERS

Publishers' Representative Thinks Inland Journals Would Be Seriously Affected.

Lincoln B. Palmer, manager of the American Newspaper Publishers' Association, said yesterday that if the expected railroad strike prevented the movement of news print paper, as seemed inevitable, there would be many inland newspapers which would be forced to suspend publication.

"There are at present about 60,000 to 70,000 tons of news print paper known to be on hand on this continent. The daily consumption is a little more than 6,000 tons," he said, "so that there can be only about ten days' supply on hand. There are transportation matters with which I am not familiar, but it seems evident that those who depend entirely on rail transportation will not be able to get paper after their present supply gives out. Most of our paper supply comes from Canada through Buffalo, Port Huron, and Detroit as ports of entry. Therefore, with the use of the Great Lakes, and possibly the Erie Canal, many newspapers in cities near the waterfront will be able to get their supply. Possibly also it would be found feasible to charter ships to come down the coast from Canadian ports."

STRIKE ORDER INTERPRETED.

Howard Elliott Explains Why Passenger Trains Will Be Affected.

Howard Elliott, President of the New York, New Haven and Hartford Railroad Company, issued in Washington yesterday and caused to be telegraphed here a statement outlining the scope of the proposed railroad strike as he saw it, with special reference to its effect on passenger train service. He quotes the President's address to Congress on the strike situation wherein the President refers to a freight tie-up, then adds that this may be misleading.

"The address of the President," says the statement, "will be read more carefully and by more people than any other statement about this unfortunate situation. Those who have not followed the subject carefully and who do not understand its complexities may assume from the President's language that a strike order will have no effect upon passenger train service. This is not the case, and included in the order to strike are all men in passenger train service who are members of various brotherhoods.

"In the detailed instructions issued by the organizations to the members the first paragraph says:

"1. No man in road service involved in the strike will perform any service after the hour set for the strike, (7 A. M., Sept. 4,) unless he has already begun a trip and has actually left the terminal. If the train has left the terminal, he will complete the trip and deliver the engine and train at the end of the run or tie-up point, if tied up under the law, (16-hour law,) after which he will perform no further service until the close of the strike. Men in other than road service will leave the service at the appointed time. So far as your legal right to strike is concerned there is no difference between a mail train and a freight train. You have identically the same right to refuse to perform service on a mail train as you have to refuse to perform service on a freight train.

"The public, the press, and the Congress should understand clearly that the strike order affects the men who man the passenger, mail, milk, and express trains just as much as those on the freight trains, and that the passenger service also must stand still until their places are filled."

UNORGANIZED MEN PROTEST.

Their Representative Voices Opposition to Wilson's Proposals.

WASHINGTON, Aug. 30.—Robert T. Frazier, representing unorganized railroad employes of the country, sent to President Wilson a letter today protesting against his recommendation to Congress that a law be passed for an eight-hour basic day for railroad employes actually engaged in the work of operating trains in interstate transportation.

Mr. Frazier pointed out that this legislation would not affect 80 per cent. of railroad employes.

"I must respectfully warn you of the events sure to follow," wrote Mr. Frazier, "which will place the industrial fabric of the nation in greater jeopardy than at present. The 80 per cent. must of necessity organize and present their demands for recognition and protection."

Mr. Frazier has presented to Mr. Wilson petitions signed by 110,000 unorganized railroad employes, protesting against a strike.

THEATRICAL PLANS AWRY.

Road Business Faces Paralysis—Film Men Discuss Truck Service.

The men who provide the productions and films for the theatres of the United States are watching developments in the railroad situation with great interest, for few industries would suffer more than theirs in the event of a nation-wide strike. The day set by the heads of the railway brotherhoods for the beginning of the strike is the day on which the theatrical season is supposed to open, so the prospect of the paralysis of the transportation lines of the country has halted the managers in the midst of their plans.

Theatrical managers were notified yesterday by the railroads that they would not guarantee to land theatrical companies at destinations after Saturday night. This will result in the cancellation of Saturday performances in many cities in order that the companies may reach their next stands before the time set for the walkout.

Vaudeville will be fully as embarrassed in the event of a strike as will the legitimate stage. The United Booking Offices have made arrangements to have their artists go to their next engagements Saturday night so that in the event of a strike Monday their theatres would be provided with bills for next week. After that the method of conducting the vaudeville business of the country will depend on the course of events.

Text of Wilson's Proposed 8-Hour Law Which Creates Railroad Wage Commission

Special to The New York Times.

WASHINGTON, Aug. 30.—The bills embodying the program of legislation proposed by President Wilson in his address yesterday to both Houses of Congress were intended to be merely tentative so as to serve as suggestions for the Senate Committee on Interstate Commerce. The first bill and the third are entirely new measures, one providing for the eight-hour day in interstate transportation and the other that the President may take over and run railroads as a military necessity.

The second bill in the series is the mediation and conciliation act that became law July 15, 1913, as modified during the numerous conferences in the last week. The text of the eight-hour bill is as follows:

Beginning ——, eight hours shall be deemed the measure or standard of a day's work for the purpose of reckoning the compensation for services of all employes who are now or may hereafter be employed by any common carrier by railroad subject to the provisions of the act of February fourth, eighteen hundred and eighty-seven, entitled "An act to regulate commerce," as amended, and who are now or may hereafter be actually engaged in the work of operating trains in transportation of persons or property on railroads, from any State or Territory of the United States or the District of Columbia to any other State or Territory of the United States or the District of Columbia, or from one place in a territory to another place in the same territory or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States.

The President shall appoint a commission of three to be known as the Wage Commission, two of whom shall be persons recommended respectively by the railways and their employes. The commission shall observe the administrative and financial effects of the institution of the eight-hour standard work day as above defined during a period of not less than —— months nor than than —— months, in the discretion of the commission, and within —— days thereafter shall report its finding to the President and to Congress.

The President shall transmit the report of the Wage Commission to the Interstate Commerce Commission, which shall accept the findings of the Wage Commission unless clearly erroneous, and upon these findings and such other facts as it may consider germane the Interstate Commerce Commission, within —— days from the receipt of the report of the Wage Commission, shall reach a decision as to what extent, if any, the change in the standard work day necessitates an increase in the freight rates of the railways affected in order to conserve their efficiency and secure a fair return on the capital invested.

Duties of Wage Commission.

Pending the report of the Wage Commission and the decision of the Interstate Commerce Commission, as above provided, and for a period of —— days thereafter, the compensation of railway employes subject to this act for a standard eight-hour work day shall not be reduced below the present standard day's wage, and for all services in excess of eight hours such employes shall receive not less than the pro rata proportion of the compensation received for the standard eight-hour work day.

The Wage Commission shall also study the problems of the compensation for services of employes engaged in the operation of trains and the service of interstate railroad transportation throughout the States and Territories of the United States and the District of Columbia, for the purpose of determining whether, in the judgment of said commission, power to fix and regulate the wages of such employes ought to be vested in some public body; and it shall report its findings in this behalf, together with its conclusions and recommendations thereon, to the Congress and the President, not later than ——.

Any carrier violating any provision of Section three of this act shall be liable to a penalty of not less than $100 and not exceeding $1,000 in respect to each employe whose compensation is affected by such violation, which penalty shall accrue to the United States, and may be recovered in a civil action brought by the United States.

The bill providing for mediation, conciliation, and arbitration builds up on the act creating the present Board of Mediation and Conciliation in the Department of Labor a larger board, expressly designed to meet the emergencies of railroad labor controversies. It is provided that either party to a labor dispute shall notify the Board of Mediation, and either party may apply to the Board to invoke its services. It is then provided:

If the Board of Mediation and Conciliation is unable to induce the parties to submit their controversy to arbitration, it shall be referred to a board of investigation, and it shall be unlawful for the employer or employers to declare or cause a lockout or for the employes to declare or cause a strike on account of the controversy prior to and during mediation and conciliation, or during the investigation of said controversy and the report thereon, as hereinafter provided.

The membership of the Arbitration Board may be increased, if the parties desire, to nine or twelve members, and the method of selection is the same as that set forth in the existing mediation and conciliation law. All the features of organization of the Board of Arbitration now in the law and the co-operation of the Interstate Commerce Commission are preserved in the new bill, with the provision that the award made shall be filed in a United States District Court and go into effect as a judgment.

Strikes Would Be Investigated.

The effective section of the bill as to the investigation of the merits of a strike controversy is as follows:

Section 9.—Whenever a controversy shall arise between an employer or employers and employes subject to this act, which cannot be settled through mediation and conciliation in the manner provided in Section 2, and the board of mediation is unable to induce the parties to submit their controversy to arbitration in accordance with the provisions of this act, the said controversy shall be referred to a board of investigation, which shall consist of three members, of which each of the parties to the controversy shall recommend one, and the third member, who shall act as Chairman of the board, shall be appointed by the President of the United States.

Upon notice by the President of the appointment of the board of investigation, the board of mediation and conciliation shall arrange a time for the beginning of the investigation and a place where such proceedings may be held.

The board of investigation shall organize and make all necessary rules of conducting its hearings. The board shall fully and carefully ascertain all the facts and circumstances, and in its report shall set forth which facts and circumstances, and its findings therefrom, including the cause of the dispute and the board's recommendation for the settlement of the dispute according to the merits and substantial justice of the case.

Its recommendation shall deal with each item of the dispute and shall state what in the board's opinion ought or ought not to be done by the respective parties concerned.

Wherever it appears to the board expedient so to do, its recommendation shall also state the period during which the proposed settlement should continue in force, and the date from which it should commence. The report shall be made to the Board of Mediation and Conciliation, who shall cause the same to be published.

All testimony before the Board of Investigation shall be given under oath or affirmation, and any member of the board shall have the power to administer oaths or affirmations. It shall be furnished such assistants as may be necessary in carrying on the work.

Forbids Lockouts and Strikes.

Section 12, which is drawn to apply to lockouts and strikes, is as follows:

Section 12—Any railroad company declaring or causing a lockout of any officer or agent of any railroad company who assists or participates in declaring or causing a lockout contrary to the provisions of this act shall be liable to a fine of not less than $500 nor more than $5,000 for each day or part of a day that such lockout exists.

Any officer, agent, or employe of any organized body of labor or labor organizations who declares or causes a strike contrary to the provisions of this act shall be liable to a fine of not less than $500 nor more than $5,000 for each day or part of a day that such strike exists.

Any person who incites, encourages, or aids in any manner any employer to declare or continue a lockout, or any persons who aids in any manner any officer, agent, or employe of any organized body of labor or labor organization in declaring or causing a strike contrary to the provisions of this act, shall be guilty of a misdemeanor and liable to a fine of not less than $10 nor more than $100.

The text of the third bill giving to the President power to operate railroad trains in case of military necessity is as follows:

"It at any time any railway engaged in interstate commerce or in the transportation of the mails shall cease to operate or be seriously hindered in its operation because of a strike of its employes, the President shall have power to direct the operation of such railway whenever in his judgment essential for military purposes, and to that end he may employ such part of the military forces or such civil agents or draft into the service of the United States such persons as may be necessary.

"Any person refusing to perform such service shall be guilty of a crime and punished by fine or imprisonment or both."

CROWDS LEAVE CITY; RESORTS ARE NORMAL

Passenger Traffic Both In and Out of New York Is Greatly Increased.

Trains at the Grand Central and Pennsylvania stations carried record crowds yesterday. Most of them had extra coaches and even then there was no seat space unusued. Similar reports came from the roads with terminals just across the river in Jersey City, Hoboken and Weehawken.

Such a rush of incoming traffic is not unusual at the end of the vacation season, but railroad officials realized yesterday that it was the threatened strike which imposed the record throngs on them. Nor did the roads dare counsel anything but haste. Many, in fact, posted notices of warning that vexatious delays might come after Monday. The Pennsylvania posted such notices in the windows of its ticket booths. The Lackawanna had notices telling of the threatened strike, set for Monday morning at 7 o'clock, and saying:

In view of this situation, the traveling public are respectfully warned to make their arrangements to complete any necessary journeys before that hour and date.

Some of the roads declined to sell tickets to passengers who could not reach their destination before Monday. The Lehigh Valley, following its announcement that it expected to maintain service, sold tickets, but warned passengers against whatever interference a strike might cause.

Many labor organizations who planned a trip by rail on Labor Day will be disappointed if the strike order goes into effect on time. This will be borne philosophically by union men concerned, said Hugh Frayne, General Organizer of the American Federation of Labor in New York, yesterday. In this city there will be no disappointment, as the Central Federated Unions will hold their outing at a park reached by street car lines. Mr. Frayne said:

"We are in sympathy with the eight-hour demands of the brotherhoods. This applies not only to Labor Day disarrangements, but also to cases where the railroad may cause the shutting down of factories and thus throwing our men out of work. This will cause no pressure by us to bring the strike to an end unless it be in favor of the brotherhoods.

Special to The New York Times.

NEWPORT, R. I., Aug. 30.—If the railroad strike comes Newport will be less troubled than many other places. Travel will be considerably bothersome, but boats running from here to New York will help to move passengers and freight. Trolley cars will carry passengers to Providence, Fall River, and other ports, with passenger and freight boats running between Newport and Providence and Newport and Bristol. The food problem will be found better here than at many other places. The chief supplies of food come from the farms at Middletown and Portsmouth, close at hand. There will be a big outpouring of the men of the Summer colony from here to New York next Sunday night unless the strike is settled.

Special to The New York Times.

ATLANTIC CITY, Aug. 30.—Many persons here are preparing to leave the resort for their homes in New York and Philadelphia at the end of the week for fear that a railroad strike would leave them stranded at the shore for an indefinite period. Superintendent Falk of the Reading Railroad's local division said today that the road would maintain adequate service even if the strike were called. He said there might be fewer trains but they would maintain service. It was said today that in event of a strike a syndicate was ready to establish a line of motor buses between this city and Camden.

Special to The New York Times.

ASBURY PARK, N. J., Aug. 30.—Western visitors in Asbury Park are leaving for their homes because of the fear of a railroad strike, hotel managers said tonight, but those on vacations from Eastern cities are summoning their relatives to join them. A hotel man explained that these persons favor Asbury Park, if a strike comes, rather than their city homes, largely because of the infantile paralysis epidemic. The guarantee of the Central Railroad of New Jersey of traffic to New York and vicinity if a strike is declared is another factor which is holding Eastern vacationists here.

Special to The New York Times.

BAR HARBOR, Me., Aug. 30.—At the various hotels it was said tonight that a few guests were leaving earlier on account of the possibility of a railroad strike. Most of those had planned to leave and are hastening their going only a few days. The cottage colony will remain, as usual. So far no home has been closed.

Special to The New York Times.

NARRAGANSETT, R. I., Aug. 30.—There was no sign of a general departure from Narragansett Pier tonight on account of the impending railroad strike, although some of the summer colonists are changing their plans about returning to their homes, as they fear they may be caught away from New York and other large cities if a strike is declared. Several of the cottagers have received advice to return home, but for this season the number of cottagers remaining is about the average for the end of August.

BLAMES WILSON FOR CRISIS.

The Augusta, Ga., Chronicle Suggests an Investigation by Congress.

Special to The New York Times.

AUGUSTA, Ga., Aug. 30.—As evidencing the sentiment of the South in connection with the present threatened railroad strike situation, The Augusta Chronicle, the South's oldest newspaper and for generations a leading Democratic organ of the country, has this editorial on the situation:

"The people of this country do not want a nation-wide railroad strike any more than they want war with Mexico or some other nation, and it is a question which would prove the worse.

"The President has made a bad matter worse, for, after making an impossible proposition in the first place, and through, we fear, more of a political than a patriotic motive, he next proposes a remedy for the future that can be in no way pleasing to the very people he started out to please.

"And yet something must be done to avoid an industrial war in this country that might result quite as disastrously as would be war with Mexico.

"The only course that would now seem to suggest itself, in view of abandonment of arbitration and all further mutual efforts at harmonizing the situation, would be a joint resolution calling for a thorough Congressional investigation of the entire situation, coupled with a demand upon both sides that a truce be declared until the results of this official investigation are made known."

SHIP LINES REFUSE FREIGHT.

Partial Coastwise Embargo Is Declared—Ocean Traffic Menaced.

Serious damage to the country's shipping, both ocean and coastwise, loomed up yesterday as a probability in case of a railroad strike. With the tying-up of the railroads, steamship service, particularly freight traffic, virtually would be at a standstill. This was admitted by representatives of the various steamship lines. It was regarded as doubtful whether European freight traffic would be able to continue for any length of time.

Coastwise shipping lines have already announced that as a result of the railroad freight embargo they would be unable to accept freight except for terminals and points reachable by water. Formal notices to this effect will be issued today.

Embargoes declared by the various railroads are having a serious effect upon commerce. It was said one of the most serious problems the steamship lines are facing is a possible shortage of bunker coal.

BIG INDUSTRIES FACE SHORTAGE OF COAL

Bridgeport Plants, Except Munition Factory, Could Hold Out in Rail Tie-up Only 60 Days.

MEANS CRISIS TO DETROIT

General Electric at Schenectady Has Only Six or Eight Weeks' Supply of Fuel.

Special to The New York Times.

BRIDGEPORT, Conn., Aug. 30.—Bridgeport, the industrial capital of Connecticut, the home of the Remington Arms Company and the world's largest munition centre, will be able to withstand a coal famine for not more than sixty days if there is a railroad strike, leading manufacturers said tonight. Coal, they say, may be obtained by boat provided there is a reserve of it at tidewater, but they add that if the reserve is small it will be practically impossible to get it from the mines to tidewater.

None of the great factories here will close down because of inadequate storage facilities in case transportation ceases on Labor Day, manufacturers say. Andrew L. Riker of the Locomobile Company of America and Chairman of the Internal Combustion Engine Committee of the Naval Consulting Board, said tonight that the Locomobiles would be run to the places from which they were ordered, if necessary, so a railroad strike would not inconvenience his company.

Wholesale meat dealers say there would be a meat famine in four days. David Feuer, Chairman of the Manufacturers' Committee of the Chamber of Commerce, said there would be a flour famine within a month.

The Remington Arms U. M. C. Company, turning out munitions for the Allies, has coal enough to last seven months, it is officially announced. "A protracted railroad strike would hurt us, but unless it is protracted we will not suffer much," a high official said. He also said that storage facilities of the company were excellent, and since much of the output is shipped to New York in the company's boats the company need not worry on that account.

Captain John A. Leonard, general manager of the Crane Company, the second largest manufacturing establishment in Bridgeport, said he would not even hazard a guess as to the time the coal supply of that company would last. Mr. Leonard said he was not prepared to make a statement. Neither would he comment on the storage facilities of the company, or on any other methods that might be devised to deliver the company's product in case of a protracted strike.

William R. Webster, President of the Bridgeport Brass Company, one of the largest concerns of its kind in the country, said the company had enough coal to last thirty days. The company is in a position to keep its plants going and give its presents for months, if necessary, Mr. Webster said.

H. A. Budlong, manager of the American Graphophone Company, said that company had a coal supply that would last two or three months. Storage facilities are good, too, he said.

School authorities said that several barges of coal had been received and that the opening of the schools would not be interfered with and that there was enough coal to keep the schools open for several months. The School Board buys its own coal, having adopted this system within a few months.

The United Illuminating Company, which furnishes power to run the trolley system of the Connecticut company, has enough coal to last two weeks. In case of a strike that will last a month there will be neither electric light nor trolley power unless coal is obtained.

Ex-Senator Archibald McNeil, Jr., who furnishes coal for the New Haven system, says there is not enough coal in the city to last manufacturing plants two weeks.

GLOOM FOR GENERAL ELECTRIC

Schenectady Plant Could Hold Out Only a Few Weeks.

SCHENECTADY, N. Y., Aug. 30.—George E. Emons, Vice President and General Manager of the General Electric works, said tonight that the Schenectady plant had sufficient coal on hand to last six to eight weeks, after which time, should the strike of the railroads continue, the plant would have to suspend work.

A strike would seriously affect the delivery of important orders, although the company would first feel the result of a railroad tie-up in the shipment of raw materials. In some cases the supply of materials on hand is so low that an immediate cessation of work would be necessary, and in other departments work might be continued for ten days to two weeks.

BOSTON IN NO GRAVE ALARM.

But Massachusetts Cotton Mills Would Suffer in a Long Strike.

Special to The New York Times.

BOSTON, Aug. 30.—Manufacturers and street railways in Massachusetts are in a fair situation to meet a railroad strike as far as coal supply and room for storage of their products are concerned, provided the strike does not drag to any great length. The great woolen and cotton mills of Lawrence are carrying a three months' supply of coal, as are the Ludlow industries, while in Lowell, Fall River, and New Bedford the mills are well prepared to face the situation although their supply is not as large.

Brockton manufacturers report that their supply is short and that, should a long strike come, it would soon be exhausted. The street railways of the State are in good position, for those which could not get tidewater coal are well within touch of the Connecticut River Power Company wires, from which current developed from water power is available in emergency.

In the coastal points no fear of a coal famine is felt, for there the supply largely comes by water, and arrangements easily can be made for transfer to nearby points by auto truck. Only in case of a long strike would the mills be seriously affected, and in that prospect it is likely they would close down in order to conserve their coal supply for heating the plants during the Winter.

MIGHT PARALYZE TOLEDO.

Manufacturers Say Coal Supply Would Last Less Than a Week.

Special to The New York Times.

TOLEDO, Ohio, Aug. 31.—Local business men say that in the event of a railroad strike more than a third of Toledo's industrial plants will be closed on account of the lack of coal in less than a week. This would mean that about 40,000 men would be thrown out of employment.

The railroads here employ about 12,000 men. Coal dealers say the strike would put an immediate stop to their steam coal supply, and that in less than a week they would be unable to furnish coal.

"Steam coal is handled and used in such large quantities that most of it is shipped from the mine direct to the consumers. We have no storage capacity for such quantities," one dealer said. "If the railroads are tied up the manufacturers will have no coal to turn their power plants. They will have to close."

More than 50 per cent. of the Toledo manufacturing concerns are run by steam power, and none of them has much coal stored for use in case of a strike. The teaming, trucking, express, and manufacturing interests would be paralyzed.

M. C. Sullivan of the M. A. Hanna coal shipping interests said the strike would mean a steam coal famine in Toledo in two or three days. "There is no coal stored here," he said, "and I am sure that all lake freight traffic would be closed in a short time."

John Ryan, traffic manager of the National Supply Company, said: "We have been getting in large quantities of raw material and coal to carry us over a short period should a railroad strike occur. After a week or ten days, however, we would be in bad shape.

"I know our outgoing business would be demoralized," said Harry Shepler, manager of the Overland Company. "How the strike would affect us otherwise I do not know, for we never went through a strike of this nature."

Interurban freight line companies have very little additional freight car equipment that they could put on their lines if the railroad lines were tied up.

MEANS PERIL IN DETROIT.

Even Traction Company Would Be Crippled for Lack of Coal.

Special to The New York Times.

DETROIT, Mich., Aug. 30.—Manufacturers and other users of coal in Detroit would be in serious straits in the event of a railroad strike. A canvass of the leading industries show that with a few exceptions the larger plants have only a two weeks' supply on hand and a majority of the factories will have to shut down.

According to Frank W. Brooks, its President, the Detroit United Traction Company, has only enough fuel in hand or in sight to run the system for a month on its present schedule. At the end of that time Detroit would have to do a bit of walking.

Officials of the Detroit Public Lighting Commission declared that a supply of coal sufficient to operate the various lighting power stations in the city for ten days is on hand. For a further supply it will be necessary to depend upon the ordinary sources or upon other city departments should they have a larger reserve.

John D. Sanders, Assistant General Manager of the Solvay Process Company, said concerning the railroad strike and its effect on the plant:

"If the strike really takes place, we would have to shut down in a short time. We use fifty carloads of coal a day, but have a large supply on hand. Limestone, too, we would be able to get, as we operate our own private lines to the quarries, and our men, I am sure, will not participate in the strike. While our coal holds out, we would store the output of the plant."

MEN WILL LOSE PENSIONS IF THEY GO ON STRIKE

President Ripley of the Santa Fe Warns Employes They Will Forfeit Benefits.

CHICAGO, Aug. 30.—A meeting of railroad Presidents, several of whom returned from Washington this afternoon, will be held here tomorrow to make plans based on the assumption that a strike will be called on Sept. 4.

President E. P. Ripley of the Santa Fe issued a statement to employes of the road this afternoon notifying them that the places of those who failed to report for work next Monday would be declared vacant and that employment of new men would be permanent, barring ill behavior. He notified those who might obey the strike order that they would lose all rights of seniority and benefits from insurance and pension funds.

WILSON GOING TO KENTUCKY

Has Not Changed His Plans, Despite the Possibility of a Strike.

WASHINGTON, Aug. 30.—President Wilson is going ahead with his plans to visit Hodgenville, Ky., on Sept. 4 to accept the Lincoln Farm for the nation despite the fact that the railway strike is called for that day. Railway officials are said to have assured the White House that a train will be provided for the President.

Mr. Wilson will go to Long Branch, N. J., on Saturday to receive formal notification of his nomination.

So far the strike crisis has not been permitted to alter the plans for either trip.

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Well then—try Naturals—*at* once.

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You'll find Naturals have *all* the goodness that we know them to have.

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WHEN you buy a phonograph the best is none too good.

The Sonora has many exclusive features, such as a Swiss-made motor which runs about double as long as motors in similarly priced machines, patented method of tone control which regulates the sound at the source—the correct place, special "bulge" cabinet design which is of exceptional beauty, and adaptability to play *all* types of disc records, whether they be Steel Needle, Sapphire or Diamond Records. In addition each machine is guaranteed for one year.

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MEN'S THREE-PIECE SUITS

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Flannel Sport Coats, Navy, Green or Brown, $10

Knitted Heather Golf Coats, $10

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Half-Dollar Bow-Knot Ties, 35c

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Householders looking for reputable tenants in furnished rooms can attract them by an advertisement in The New York Times. Telephone 1000 Bryant.—Advt.

GERMANS SEE PERIL IN RUMANIA'S MOVE

Existence of Kaiser and Fatherland at Stake, the Lokal-anzeiger Declares.

HUNGARIANS ARE ALARMED

Count Andrassy Says If Transylvania Goes It Will Be the End of Hungary.

From a Staff Correspondent.
Special Cable to THE NEW YORK TIMES.

BERLIN, Aug. 30.—At least one immediate result of Rumanian intervention favorable to the Central Powers is the fact that it has induced the warring Hungarian patriots to bury the inner political hatchet and seek to restore the political truce. Not Russia, but Rumania, is Hungary's hereditary, hated, and most dangerous enemy, and the gravity of the hour has seemingly welded all factions together closer than ever before.

Count Andrassy told a representative of the Budapest Azest:

"The Rumanian declaration of war is an attack by highwaymen. Frightful corruption prepared this war, but we do not fear it, since Transylvania is strong by nature. We long ago took the Rumanian danger into account, and are not unprepared. All Hungarians know that they are fighting for existence, and that without Transylvania there is no Hungary. We must fight to the last man in order to avenge this terrible treachery.

"Possibly Rumania was pressed to come in sooner by the advance of the Bulgarians on the Saloniki fronts. The bulk of Rumanian peasants fear war, and a part of the politicians, too, are convinced that Rumania is driving nails into her own coffin. Come what may, we shall fight to the last breath."

The President of the Hungarian House of Representatives, Paul Becethy, declares:

"Through the use of unheard-of means the Entente has succeeded in driving Rumania into war. The Hungarian nation will avenge this plundering expedition of its neighbor with the utmost determination and the devilish plan of our enemies will shatter against our strength and that of our allies. We must not value lightly this latest turn of events, but we can look into the future with confidence."

The organ of the opposition faction of the Karoly group says:

"In this moment all other big questions of the world war shrink to insignificance for Hungary and the Hungarians. Now we recognize only one task, the most important, towering above all others—to save our country from the humiliation of being conquered by the meanest and wretchedest of all our enemies."

Holland to Watch Austria's Interests.

It is not definitely known here yet what neutral country will be asked to protect German interests in Rumania. Switzerland is being spoken of. Meanwhile Holland has taken over the protection of Austro-Hungarian subjects and interests in Rumania.

The Berlin correspondent of the Frankfurter Zeitung learns in official quarters that while Rumania's declaration of war was fully expected it was not expected so soon.

The Lokal Anzeiger, perhaps inspired, says:

"To the twenty-seventh and twenty-eighth war declarations of Sunday, the twenty-ninth followed yesterday, blow on blow, as ought to be, in events of such far-reaching consequences. Germany did not hesitate a moment to take the consequences of this latest violation of treaty faith, which this time proceeds from Bucharest, and once again Germany, with all decision, steps to the side of her allies.

Count on Bulgars and Turks.

"No matter how severe may be the storm that after two years of the hardest fighting now clouds the war sky we go with firm steps in an unbreakable brotherhood of arms to meet it. They will find us prepared, the gentlemen of the extended Entente, and besides Hindenburg on the east front, Mackensen will now strike in the Balkans and apply himself to fresh bloody labors. Now the moment has come for Mackensen to reap the fruits of his months of silent preparation. In this task he will no more be alone than he was last year in his glorious conquest of the Serbian nation of murderers. Bulgarians and Turks will likewise have to defend themselves against the new enemy, and they will show their mettle. Thus we can await further developments undismayed.

"For us there can be no hesitation and no wavering. Duty calls, we must follow. With the consent of the Bundesrat the Kaiser has declared war on Rumania. The whole nation knows the motives that dictated, and necessarily had to dictate, this step. Once again we close our ranks and move together with our old and new allies to meet the new dangers victoriously.

"The existence or annihilation of the Kaiser and the Fatherland are at stake, and once more the cry that has carried us with raised heads through all horrors of war goes forth: 'Germany expects every one in the nation to do his and her duty.'"

Estimates of Rumania's Strength.

German military experts, analyzing Rumania's power, give estimates of the effective fighting strength of the Rumanian Army varying from 400,000 to 600,000, the majority of critics guessing 500,000. The consensus of the best German opinion is that 500,000 men more or less hurled into the bloody whirlpool of the world war, even though fresh troops, will at most prolong the war, but not be a decisive factor in ending it. At the same time the German public are warned not to underestimate the military strength of Rumania. The Germania's expert writes:

"We do not desire to underrate Rumania, but still less have we reason to allow ourselves to be depressed. One may point out that Rumania participates with fresh, unweakened forces, a factor that in the last Balkan war gave Rumania complete preponderance and a bloodless success. But the present world struggle does not permit comparison with the late Balkan quarrel. Moreover, the Bulgarians, after their rapid conquest of Serbia, today stand ready and practically unweakened, if not stronger.

"The Rumanians in the matter of latest military science lack experience. The fact that the Bulgarians will have to fight against two fronts will at least be evened up by German and Austro-Hungarian help. The Entente should be deceived in its hope of seeking to end the bloody struggle before the third Winter of war by achieving in the Balkans what it failed to accomplish. The Entente has lengthened, not shortened, the war that in the West oppresses Europe.

"For one thing, however, Rumania's action has put a sudden end to the flourishing commerce between the Central Powers and Rumania, which was setting up new records week after week. But Germany is ahead of the game by two trainloads. Two German Carmen trains en route to Bucharest were still on Hungarian soil when the declaration of war became known and so could be held up.

Food Supply Stoppage Discounted.

To allay any popular apprehension regarding a possible bad effect on the food situation in Germany as the result of the cutting off of Rumanian food supplies, it is announced that, as Rumania had been regarded for months as a doubtful factor, Rumanian foodstuffs, particularly breadstuffs and fodder, had not been counted on by Batocki in making his strategic food plans for 1916-1917, and that Germany can quite well get on without Rumanian grain, since this year's German crop of breadstuffs is estimated to be five million tons greater than last year's, whereas altogether only 1,400,000 tons were imported from Rumania.

It is further announced that the extra emergency bread and flour rations given to laborers during the recent potato shortage will be made a permanent institution for the ensuing food year, and, in addition, from Oct. 1 an extra fifty grams will be given to all persons between 12 and 17 years old. The official assurance is given that, all in all, the public will be better provided with breadstuffs and cereal food products in the ensuing than during the last food year.

SEAPLANE AND ZEPPELIN IN FIGHT ABOVE SEA

British Machine Damages Airship With Bombs and Is Hit by Shells.

LONDON, Thursday, Aug. 31.—A Morning Post correspondent in an East coast port describes a fight which took place at daylight and well clear of the land between a British seaplane and a German airship.

"The story," he says, "was brought to land by the master of a small steamer which had been on duty in the North Sea. When making for port they ran into an area where Zeppelins had been paying particular attention to some British fishing vessels. One of the Zeppelins descended to within a few hundred feet of this steamer as though about to attack her, and while the seamen on board were eagerly watching a seaplane was seen approaching at remarkable speed and at a very great height.

"Evidently a lookout on the Zeppelin sighted the danger at the same moment, for the gasbag's nose was tilted upward at an acute angle and the propellors revolved at increasing speed, but the seaplane got the first advantage and, as the Zeppelin rose and tried to get away to the eastward, the seaplane dived and came to meet it with a rush which made the men on the steamer hold their breath.

"'It looked for a moment as though the airman was going to ram the Zeppelin, but when still two or three hundred feet separated them the airman pulled up sharp and commenced a series of manoeuvres. While keeping his position above the Zeppelin he began dropping shells or fireballs. There was a clearly defined flame as each one dropped, and they fell with wonderful accuracy close to the big raider.

"'He had, however, to contend with the guns of the Zeppelin, one on the top deck having got into action the moment the seaplane was within range. The shells from these could be seen bursting around the intrepid airman.

"'Some seemed to hit or pass through his planes, and once the crew of the steamship though it was all over and in the Germans' favor. A shell hit the seaplane near the front. It shook and wabbled, but instead of falling rocevered its balance and rose to a higher level, though one of its huge floats was smashed. The little flaming stars continued to rain down to the now fast traveling airship, which was undoubtedly trying to get away, the steamship following at full speed to see the outcome of the fight.

"'After about half an hour the seaplane driver scored. One of his projectiles struck the stern end of the gasbag and did considerable damage, for the great machine tilted awkwardly and began to fall rapidly.

"'She fell so fast and so low,' added the master of the steamship, 'I made sure she would drop in the water right ahead of us.

"'However, the Zeppelin got on an even keel before touching the water, and she struggled upward again, her machinery being apparently still workable. It was a pity that by this time the seaplane also was in Queer Street, for we saw him standing away, making for the coast. I was pleased to learn, when I reached port, that he got home safely.'"

PRISONERS OF BRITISH SAY GERMANY CAN'T WIN

Say She'd Better Compromise, But Their Captors Insist It Won't Be Considered.

WITH THE BRITISH ARMIES IN THE FIELD, Aug. 30.—While the German press is saying that Rumania's entry will lengthen the war, prisoners taken by the British forces say that it will shorten it, as it is evident now that Germany cannot win and had better compromise than prolong the struggle.

"But we are not going to consider any compromise," the British soldiers tell them

BULGARS CAPTURE DRAMA GARRISON

Some of the Greek Defenders in the Fighting Before the Forts Are Taken.

GUN DUELS ON THE STRUMA

Violent Artillery Engagements Are Being Fought on the Serb-Bulgar Front Also.

PARIS, Aug. 30.—The city of Drama, in northeastern Greece, has been seized by Bulgarians after a battle with the Greek garrison, telegraphs the Athens correspondent of the Matin.

The dispatch says that the Bulgarians captured three forts and took prisoner the Greek garrison of 120 men, a number of soldiers being killed in the fighting.

This news is confirmed, the correspondent adds, by refugees who have reached Athens.

Severe fighting is in progress along the Macedonian front, according to the War Office report today, which says that the French gained ground west of the Vardar River. Bulgarian attacks west of Lake Ostrovo were repulsed by the Serbians.

The Entente Allies bombarded Bulgarian positions on the Struma front and near Lake Doiran. Violent artillery fighting continued in the region of Ostrovo and Vetrenik.

The bulletin reads:

On the Struma front and in the Lake Doiran region we bombarded enemy organizations. West of the Vardar we made some progress in the neighborhood of Ljumnica.

In the sectors of Vetrenik and Ostrovo violent artillery fighting continues.

A Bulgarian attack against our positions west of Ostrovo Lake came under the fire of Serbian batteries. The Bulgarians fell back, having sustained serious losses.

LONDON, Aug. 30.—Bulgarian batteries were silenced by the British after an artillery engagement on Monday and Tuesday, the War Office announced today. The bulletin reads:

On the Struma front hostile artillery shelled the Kopriva bridge on Monday night and the following morning. Our artillery retaliated and succeeded in silencing the enemy batteries.

Yesterday our aeroplanes bombed Drama station and troops and transports at Porna, apparently with successful results.

On the Doiran front, near Doldzeili, our batteries dispersed an enemy working party.

A belated Bulgarian official communication, dated Monday, says:

Our right wing repulsed Serbian attacks on the Florina Plain and occupied new positions north of Lake Ostrovo.

In the Moghana region we conquered the heights south of Shorsko.

After repulsing all Anglo-French forces in the region of Seres, Drama, and Kavala, and behind the Struma, our forces consolidated themselves in new positions east of the Strume and on the Aegean Coast from the Gulf of Orfano to Vesta Bay.

SALONIKI, Greece, Aug. 30.—An Albanian contingent is ready to join the combatants of the five allied countries in Macedonia. The Albanians have already disembarked here. They will be commanded by Essad Pasha, Chief of the Albanian Government, who arrived at Saloniki yesterday.

REVENTLOW HITS AT GERARD

Takes No Stock in His Alleged Admiration for the Deutschland.

Special Cable to THE NEW YORK TIMES.

LONDON, Thursday, Aug. 31.—A dispatch to The Times from Amsterdam says:

"The Vossiche Zeitung (of Berlin) prints an account of an interview with Ambassador Gerard, wherein he is said to have denied any sharpening of the relations between Washington and Berlin, stating that the position of affairs left nothing to be desired."

"Count Reventlow, commenting in the Tages-Zeitung on the interview, says that Mr. Gerard 'seems to think the people in Germany are so generally disquieted concerning the rumors of tension between Berlin and Washington that mild words of consolation from the Ambassador's mouth would be accepted by Germany with devout gratitude. We do not experience such feelings and cannot suppress, on the contrary, a growing feeling of uneasiness.'

"'Proceeding to discuss the Ambassador's admiration of the voyage of the Deutschland, he remarks: 'We can well believe the Ambassador finds it convenient to have believed in Germany that the Deutschland's journey awakens political sympathies in America.'

"'Those who really guide the Anglo-American policy sit, moreover, as we recently said, not in the seats of ministers and President, but in the private offices of the rulers of the great bank groups.'"

SAY HINDENBURG WILL WIN THE WAR

Continued from Page 1.

the power and speed of von Hindenburg decisions which will shorten the distance. Von Hindenburg will once more write a chapter of history with his iron pen, the sword which all Germany has intrusted to him, and beside him stands his faithful Ludendorff. We may well repeat the words of Prince Henry of Prussia at the banquet at von Hindenburg's headquarters on the latter's fiftieth anniversary of service in the army: 'God grant that you may lead to a victorious end the work which you have begun as a master.'"

CHANGE LAID TO RUMANIA.

Berlin Thinks Army Office Shift Due to Entry of New Foe.

BERLIN, Aug. 30, (via London.)—Emperor William's appointment of Field Marshal von Hindenburg as Chief of the German General Staff is acclaimed generally with enthusiastic satisfaction. The Berlin newspapers unite in saying that the Emperor has fulfilled the long-cherished wish of the German people, who are declared to have limitless confidence in the victor at Tannenberg, and who expect him to conduct the war to a successful end.

It is assumed here that the appointment of von Hindenburg was connected with the present critical phase of the war and in consequence of the situation created by the entry of Rumania into the conflict.

The newspapers give unstinted praise to General Erich von Falkenhayn, the dismissed Chief of the Imperial General Staff. They give him credit especially for the successful Serbian campaign and for opening communication between Germany and Bulgaria and Turkey. No guess is ventured in military circles regarding the man who will succeed von Hindenburg in active command of the German troops opposing the Russians on the eastern front, but the appointment is expected to be one of greatest importance.

General von Falkenhayn is to be employed in another capacity, according to the following order:

"The Emperor has removed from the office of Chief of the General Staff, General von Falkenhayn, who will be employed in another capacity."

Emperor William's order removing General von Falkenhayn reads as follows:

Not wishing to oppose your desire to be relieved of your office, I seize the opportunity to thank you heartily for the devotion and loyalty you have displayed during the past two years to your heavy and responsible office, to which you devoted all your strength and initiative. What you especially accomplished in your energetic and foreseeing labor and in your indefatigable forethought for the army and the Fatherland will never be forgotten.

The full appreciation of your merits during the war at the head of the General Staff must be left to later times. To me, personally, you have been a most loyal and unselfish adviser. Thankfully, my best wishes accompany you in the future, and I confer upon you the cross and star of a commander of my Royal Order of the House of Hohenzollern, with swords. You will receive your present salary until I decide upon your employment in another capacity.

WILHELM.

In his message to Field Marshal von Hindenburg the Emperor said:

I appoint you Chief of the General Staff of the field army and am convinced I could not intrust this office to better hands. I confidently expect you will render the best services imaginable to my army and the Fatherland.

I seize the opportunity to express to the victorious protector of the eastern front my heartiest thanks for all he has done for the Fatherland during the years of the war.

The imperial order appointing Lieut. Gen. von Ludendorf, von Hindenburg's Chief of Staff, First Quartermaster General reads:

"In conferring upon you the rank of General of Infantry, I appoint you Chief Quartermaster General with the rank of General, and express to you at the same time my heartiest thanks for the excellent services you have rendered me and the army during the past two years."

EXPECTS A RIGA OFFENSIVE.

One London View of What Hindenburg's Strategy Will Be.

Special Cable to THE NEW YORK TIMES.

LONDON, Thursday, Aug. 31.—The Daily Chronicle, in discussing what interpretation may be put upon von Hindenburg's appointment, says:

"One interpretation is that the Germans are preparing a Riga-Petrograd offensive. Confronted as they are with the growing failure of Austria and the accession of new enemies, they may be expected to act on their favorite maxims, that the right defensive is an offensive and the right place to strike is not where the enemy chooses but where they choose. It would be quite in keeping with this for them to parry the impending blows against Hungary and Bulgaria by a blow in a totally different region; and if they want it to be one whose success would conceivably be shattering enough to break the chain of their embarrassments, there are only two alternative goals for them—Paris or Petrograd.

"Paris they have been aiming at ever since Feb. 21. That is the broad meaning of the battle of Verdun."

The Times military correspondent, discussing von Hindenburg, says: "We must expect him to strike a desperate blow, because it is his manner; and a new broom always tries to sweep clean. He will throw a glance at the High Sea Fleet, the only military weapon of Germany that remains unused, and if some intemperate and foolish remarks that have been credited to him about England have a substratum of truth, it is on the cards that Admiral Jellicoe may have something to do. Considering the straits in which Germany stands and the cheerless prospect of passive resistance, in the midst of encircling and numerically superior enemies, von Hindenburg may very well say that great ills demand great remedies.

"It also is possible that von Hindenburg may decide that Germany, in order even to resist victoriously for a while, must shorten her fronts. When, owing to the extension of all the national forces over immense fronts, there is practically no strategic reserve in hand, the influence of a commander in chief upon events is annulled. To the restoration of such reserves von Hindenburg must look, and so long as the Allies continue their pressure everywhere the only means for obtaining it is by diminishing the length of the fronts to be defended. It is not only for attacks, but also for retreats that we must watch, even if the moral effect of such a decision will be so serious that von Hindenburg may try a coup de désespoir first.

"Something is going to change. If it be the diminution of the fronts, or if it be a resolve to open negotiations for peace, the prestige and authority of von Hindenburg as chief adviser of the Kaiser and the Chancellor will obviously be of immense service, since they will enable the long-deceived German people to accept decisions which they would not willingly accept from any other source. We cannot but feel that the inevitability sooner or later of a peace disastrous to German ambitions had something to do with the arrival of von Hindenburg at the top of the tree."

"KAISER'S LAST TRUMP."

London So Interprets the Promotion of von Hindenburg.

Special Cable to THE NEW YORK TIMES.

LONDON, Aug. 30.—The opinion of those best informed here is that the true measure of the effect which Rumania's entry into the war has had upon the German higher councils is shown by the removal of General von Falkenhayn and the appointment of von Hindenburg as Chief of Staff. The removal of von Moltke after the battle of the Marne was purely military in its bearings, while the appointment of von Hindenburg resulted from the failure of German diplomacy to keep Rumania out of the war and is regarded here as "an excited effort to satisfy public opinion" in Germany.

A dispatch from The Hague says that the changes in the General Staff caused a sensation in Germany, where the censor so far has not allowed the publication of newspaper comment. In the same dispatch it is suggested that the plans of von Hindenburg and von Falkenhayn clashed because the latter did not wish to send troops to the eastern front, holding that the decision in the war would come only in the west, and that Rumania's move caused the Kaiser suddenly to take von Hindenburg's side.

The view held here, however, is rather that in advancing von Hindenburg the Kaiser plays his last trump, that the German people are losing faith in the reports of their own press, and that the Kaiser hopes to revive their spirits by invoking the magic of von Hindenburg's name. The Field Marshal's task in 1916 is compared with that of Napoleon in 1814.

EXEMPT GERMANS CALLED.

Even Officials Classed as Indispensable Wanted for Army.

AMSTERDAM, Aug. 30.—The Berlin Kreuzzeitung says that a general examination of all men of military age in Germany, who previously were exempted, is now taking place.

German officials, who heretofore have been declared indispensable, the newspaper says, are also being examined.

AUSTRIANS DRIVEN OUT OF KRONSTADT

Continued from Page 1.

withdrawn step by step from the frontier in accordance with prearranged plans. It adds:

The enemy will boast of having captured Petrozseny, Brasso (Kronstadt,) and Koedzi-Vasarhely, (northeast of Kronstadt.) On the northernmost front Rumanian columns are battling in the Gyergyo Mountains, (in eastern Transylvania, eighty miles north of Kronstadt.)

BERLIN, Aug. 30, (via London.)—The abandonment of parts of Transylvania to the Rumanians is forecast in dispatches from newspaper correspondents at the Austrian Army Headquarters.

Forecasting the strategy on the Rumanian frontier, the correspondents intimate that the Central Powers will not attempt to defend the entire border line, owing to its crookedness and to the large number of troops which would be required for the adequate protection of a front half as long as the Russian battle line. On that account, and inasmuch as Russia and Rumania are operating as a single unit, the dispatches say, it will be advisable to shorten the front by abandonment of certain parts of Transylvania.

Archduke Appeals to His Army.

BERLIN, Aug. 30, (by Wireless to Sayville.)—Archduke Charles Frederick, the Austrian Crown Prince, has issued the following order to the army:

Soldiers of war and comrades: You were told that another enemy has risen in the ranks of our adversaries, the Kingdom of Rumania. Your upright soldiers' sense will find adequate contempt for this dilatory assault.

We have overcome during the last years many grave hours. We also will fight in the new combat with honor and loyalty to our oath sworn to the flags of our chief command. God be with you.

STORIES OF FIRST CLASHES.

German Observers with Austrians Tell of Rumanian Repulse.

By EUGEN LENNHOFF.
(The Berlin Vossische Zeitung Dispatches.)
Special Cable to THE NEW YORK TIMES.

AUSTRIAN GREAT HEADQUARTERS ON THE RUMANIAN FRONT, Aug. 28.—The first day of the new war saw fighting along the Transylvanian border. At Red Tower Pass Austro-Hungarian troops on Sunday quickly beat back an attack of two Rumanian battalions. Our allied higher leadership was naturally by no means caught napping. Although everything was done right up to the last moment to maintain peace, at the same time all measures were concentrated toward the eventuality of an attack. The population of Transylvania is by no means nervous.

(The Berlin Lokal-Anzeiger Dispatches.)
Special Cable to THE NEW YORK TIMES.

AUSTRIAN GREAT HEADQUARTERS ON THE RUMANIAN FRONT, Aug. 28.—While on Sunday the news of Rumania's declaration of war was becoming known veteran troops belonging to the armies of the heir to the throne, the Archduke Charles, were already involved in victorious clashes with the Rumanian advance guards along the border. Among others, clashes took place at the Tolmoeser, Toercsvarer, and Voeroesturony passes. Everywhere the Rumanians were the aggressors. In the biggest clash we beat back one or two enemy battalions.

"These early attacks that have naturally attracted general interest were directed immediately against the two principal strongholds of Transylvania close to the border, Kronstadt and Hermannstadt. Just over the Rumanian border lie the well known palaces of the Rumanian Kings, Sinaja and Pelesche. Sinaja is likewise a Summer resort for the fashionable world of Bucharest."

SAY RUSSIA FORCED RUMANIA.

Vienna Papers Insist Her Action Was Due to Pressure.

BERLIN, Aug. 30, (by Wireless to Sayville.)—Vienna newspapers, says the Overseas News Agency, report that M. Bratiano, the Rumanian Prime Minister, gave the Austro-Hungarian Minister at Bucharest up to Sunday morning assurances that the country would remain neutral. At this moment, however, the newspapers point out, the Rumanian declaration of war was already in the hands of the Rumanian Minister at Vienna.

The Rumanian King, the dispatches state, also received the Austro-Hungarian Minister on Sunday, declared that he did not want war, and hoped the Crown Council would decide for neutrality.

The Overseas News adds:

"Reports from Budapest say that on Sunday Russian troops already had entered the Rumanian province of Dobrudja. In fact, the Rumainian declaration of war was by no means a free act, but was extorted by Russian pressure.

"According to reliable reports received at Budapest from Bucharest Premier Bratiano was anxious to postpone making a decision, but the Russian Government threatened Rumania and declared in categorical fashion that it was not disposed to wait one more hour.

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SENTRIES TIED TO POSTS.

British Discover Germans Apparently Undergoing Punishment.

Special Cable to THE NEW YORK TIMES.

LONDON, Thursday, Aug. 31.—In a dispatch to The Daily Chronicle from the British front giving incidents of the fighting north of Delville Wood last week, Philip Gibbs say:

"Many Germans were found dead in their muck heaps, which were once trenches. Four men ran forward so furiously to surrender that they scared a British soldier, who ran, too, until he realized their intention, and took them prisoners.

"The Germans fought with courage, and there were many bombing duels in which one of the British Sergeants caught German bombs before they burst and flung them back again, which is not an easy trick to learn.

"One horror was seen. Some German sentries were found tied to posts and one man stood there without his head, which had been blown off by a shell. It seemed to be some awful form of field punishment, perhaps for men who tried to desert."

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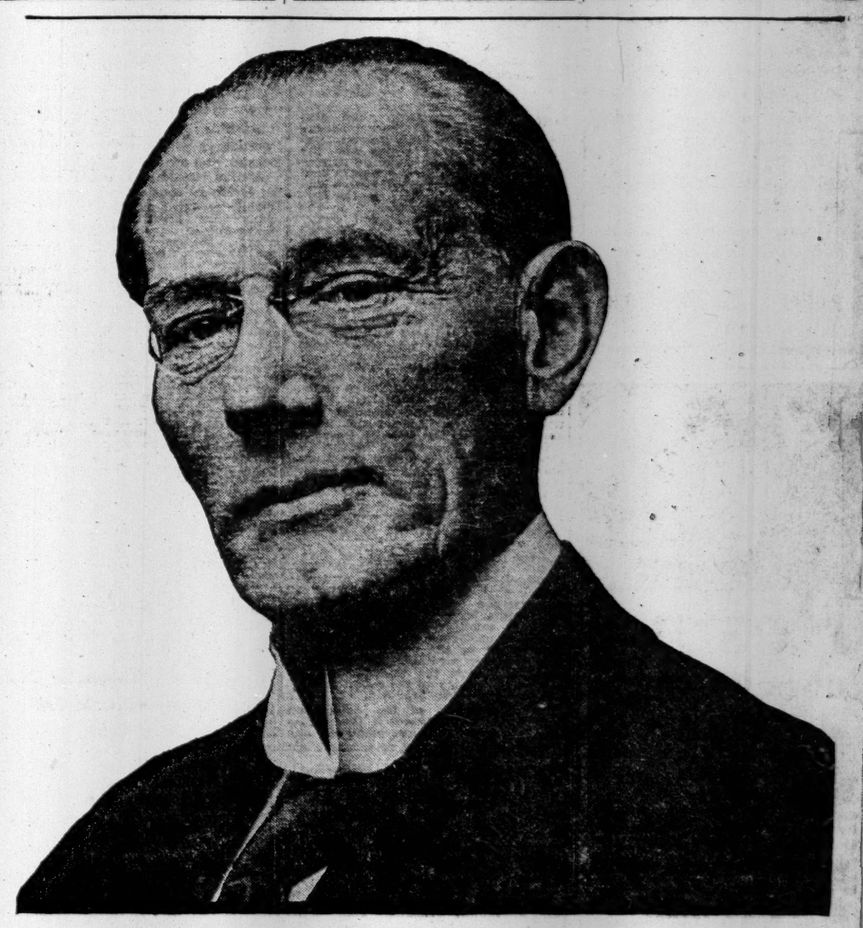

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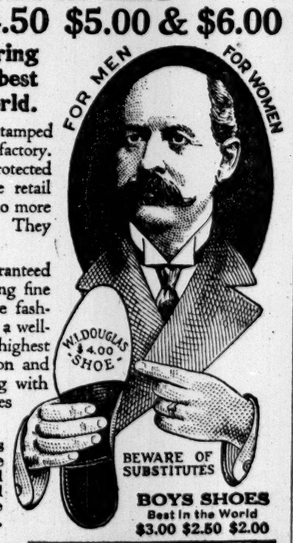

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RUSSIA SEEKS A TRADE TREATY

Interview with High Official Indicates Change of Policy Toward America.

WANT MORE OF OUR GOODS

And Would Like to Open Way for Extension of Exports in Return.

MR. FRANCIS IS DUBIOUS

Ambassador Afraid Russia's Commitments with Allies Will Hamper the Project.

PETROGRAD, Aug. 30, (via London.)—Russia desires a renewal of trade treaty relations with the United States and would look with favor upon any effort in that direction, especially at the end of the war. In an interview accorded to the Associated Press by a high authority in the Foreign Office, who for reasons of policy preferred not to permit the use of his name, this statement was emphasized.

Replying to the question, "Does Russia desire an expansion of trade with the United States, and would she look with favor upon efforts to establish new trade treaty relations," the Foreign Office representative said:

"That is evident. We know the power of American manufactories, and as our needs are very great in that direction we should like if those things that we get from the United States could be still more easily had. We are now receiving machinery of all sorts—agricultural implements, steel tools, railway equipment, shoes and ready-made clothing—but it is not enough. We want more, and we would like very much if the representatives of American firms would come here and see what is necessary. We are ready to give them every opportunity in this direction.

Seeks Export Trade.

"Similarly, we should like to have the possibility of exporting to the United States such products as the United States may want from Russia—alcohol, artificial rubber, cotton, silks, leather, flax, feathers, and down, which we have in abundance. Naturally, if this trade is to develop, and even in the stage in which it is at present, a trade treaty would make things easier for both parties—importer and exporter.

"Therefore I say that we should look with favor upon any proposition that has as its object the re-establishment of trade treaty relations. When the war shall have finished we shall do whatever we can toward increasing exports to America."

Asked whether it was true, as reported, that the economic conference of the Allies at Paris had resulted in a division for the purposes of a trade relations adjustment after the war embodying certain groups, namely, Allies, neutrals, and enemy countries, the official said he knew nothing of such division, but declared that undoubtedly the allied countries would receive special consideration and preference.

The subject of President Wilson's appeal in behalf of the Poles was broached, and the Foreign Office official declared that the Emperor would be extremely happy to co-operate in any way possible.

President and Czar.

"His Majesty," said he, "is naturally interested in having his Polish subjects fed. When ethmatter was first taken up, some time ago, we were not inclined to place obstacles in the way of such relief, but we had to consider the possible prolongation of the war and the possibility of the aid intended for the Poles being diverted to other purposes. Still, the Empeor decided to accept the situation as he found it, but England said there must be measures of control adopted. Germany refused to accept control. Then President Wilson wrote to the Emperor, and his Majesty was glad to be able to answer in most emphatic terms of agreement, and he thanked President WiWilson for the step taken."

In this connection the official was asked whether the change in the foreign portofolio meant a change in the Government's attitude toward the Poles, to which he replied:

"Emphatically, no. Russian foreign policy is the dominion of the crown, so that no change in the ministry can be construed as meaning a change in foreign relations. Similarly, there can be no change in policy on the Polish question, which has already been decided by his Majesty and about which the act has not been published yet, due entirely to circumstances. Directly we have reacquired more Polish territory the act will be published."

Ambassador Francis Dubious.

David R. Francis, the American Ambassador to Russia, when informed of the substance of the interview by The Associated Press with the higm authority of the Foreign Office with regard to trade relations with the United States, manifested some eurprise at what appeared to be a change in the attitude of the Foreign Office, inasmuch as, immediately following the Ambassador's arrival here on April 8, he visited the Foreign Office and informed the then Foreign Minister, M. Sazonoff, that one of his objects, if not the main one, in accepting his mission to Russia was to negotiate a new commercial treaty, which he thought could be done acceptably by both countries, inasmuch as the passport regulations of the United States had been materially modified within the last six months.

M. Sazonoff informed Mr. Francis at that interview that Russia would not negotiate a commercial treaty with the United States or any other country until her relations with her allies were defined. Mr. Francis declined today to be interviewed concerning the imperial statement given to The Associated Press, but said that he might have something to say after he had had an interview with the Russian Foreign Minister.

"While a commercial treaty between the United States and Russia is desirable from many viewpoints," Mr. Francis said, "it does not seem essential to the maintenance of direct commercial relations between the countries. The imports from the United States to Russia have increased enormously in the last two years and give promise of a still further increase. Russia evidently appreciates what America is furnishing, notwithstanding the fact that the Government has put an embargo on the exportation of nearly all of its products, in consequence of which exports to America have not grown proportionately with the imports from that country. The resolution passed at the economic conference between the Allies in Paris, June 14 to 17, will make the negotiation of a commercial treaty much more difficult."

ITALIANS EXTEND THEIR ALPINE GAINS

Gain Further Ground at Monte Cauriol and in the Felizon Valley.

ROME, Aug. 30, (via London.)—The Italian War Office today gave out this communication:

Hostile artillery has fired on our positions continuously between the Adige and Brenta Rivers and also has shelled Ala, in the Lagarina Valley, Arsiero, Veto d'Avico and Seghe, in the Avico Valley.

In the Fassa area our Alpine troops have extended their occupation of the crest northeast of Monte Cauriol, taking twenty-one prisoners, one trench mortar, and numerous rifles. The Austrian artillery opened a heavy fire on Cauriol, which was effectively replied to by our guns.

At the head of the Felizon Valley and in the region of the Boite our troops made a brilliant attack and carried some strong trenches on the northwestern slope of Punta del Forame and at the bottom of the valley. The enemy suffered heavily, leaving 117 prisoners, including 3 officers, in our hands.

Increases Old Age Pensions.

LONDON, Aug. 30.—In response to the prolonged agitation regarding the hardships suffered by Government old age pensioners by reason of the increase in the price of necessities, the Government has decided in special cases to make an additional allowance not exceeding half a crown per week.

The War Situation

BY THE MILITARY EXPERT OF THE NEW YORK TIMES.

The news of yesterday from the new Rumanian front gives what may prove the key at least to the preliminary intentions of the Allied Staff with respect to the part which Rumania is to play in the war.

All of the fighting which has yet been done has been about the passes leading from Rumania into Hungary across the Transylvanian Alps. The greater part of it has been localized between a point west of the Rothenthurm Pass leading to Hermannstadt and the northwestern point of Rumania, which juts out into Austria near the boundary between Translyvania and Bukowina. It is near this latter point that the Rumanians and the Russians have first formed a junction. The probabilities are, however, that this junction was effected with but a comparatively small advanced body of Rumanians, as there are no passes in this section which offer the necessary facilities for the passage of any large body of troops with their impedimenta.

Further south, however, the Rumanians have taken things into their own hands and are apparently well on their way toward causing the Austrians south of the Carpathians considerable trouble. Operating from Piatra as a base, the Rumanians yesterday struck a blow at Bekas Pass, forced their way through, and have, it seems, reached the valley of the Maros River, through which runs a railroad parallel to and about thirty miles on an average from the Rumanian border. A small town on this road has been occupied.

In this connection the strategic railroads in this section are well worthy of a little study. In the first place, the entire Transylvania border of Rumania is paralleled on the Hungarian side by a railroad. Both from Hungary and from Rumania this main line is tapped in numerous places by subsidiary lines which branch out, connecting with the main railroad systems of the two countries. From the Rumanian side, beginning at the north, the first one crosses the mountains through Gyimes Pass, leaving the main road from Czernowitz to Bucharest at a point north of Fossani for this purpose. The next crosses at the Tomos Pass, which is the entrance to the defenses of Kronstadt. The third goes through the pass at Rothenthurm, and leads to Hermannstadt.

This railroad, paralleling as it does the Austrian front, furnishes with its subsidiary branches to the west, an ideal supply line for the Austrian forces. It is a ready and rapid method of distributing supplies over the front and is connected with the principal Austrian bases in this region. It is equally important to the Rumanians if their immediate purpose is an invasion of Hungary through Transylvania. They are some distance from their nearest line of this kind—the Czernowitz-Bucharest line—and draw still further away from it as they advance. Once in possession of the Austrian road, however, particularly of that section which runs along the north and south Rumanian border, and they are in a very fair position to move forward with almost absolute security. Their right flank in such a case would be linked up with the Russians in southern Bukowina and their left would rest on their own frontier, so that both would be immune from attack.

Austria has reported that, due to an encircling movement, her forces have retired to previously prepared positions What these positions are or where they are situated, or just what the encircling movement is, has not been disclosed. The indications are that it is the Austrian intention to abandon at least a goodly part of Transylvania to the Rumanians instead of fighting to defend it. In a way this seems entirely logical. The eastern border of Transylvania is very irregular, and, due to the maner in which it projects deep into Rumania, is very long. Austria is known to be short of men, so that it is to her advantage to shorten as far as possible the line which she is called upon to defend. This line would be almost cut in half were Austria to retire well to the west of the border and draw her line as a chord across Transylvania, straightening it out and eliminating the great bend incident to the peculiar shape of the Rumanian frontier.

Unfortunately for Austria, this plan is also well suited to her enemies, and especially so if their real offensive is to be made against Bulgaria, as it will enable Rumania to neutralize Transylvania with the minimum number of men while carrying the war well into Austrian territory, and to turn her main force south to take up the task of invading Bulgaria and cutting a way across northeastern Serbia to the Belgrade-Saloniki railroad.

As I stated yesterday, however, too much cannot be taken for granted as a result of Rumania's initial moves. Her complete plan of campaign will not be unfolded until her mobilization has been perfected and until her full force is in the field. She is partly mobilized now. Her field army consists of about 225,000 men, and these have been brought up to the frontier, in fact, as far as we know, have been on the frontier for some time. Anticipating her move also, Rumania has undoubtedly perfected plans for the complete mobilization of all her available forces, and waited only until the word had gone forward to put these plans into effect.

But the actual work of mobilization itself, no matter how carefully the thing may have been worked out on paper, takes time and the full force of Rumania's action cannot make itself felt until a sufficient period has elapsed to enable her to put her plans into execution. In the meantime certain steps had to be taken to prevent the war being carried into Rumania solely as a means of self-defense, and it is these steps that we are now witnessing in Rumania's offensive against the Transylvanian passes.

Russia's real object in her strenuous Bukowina campaign is now becoming apparent. It is doubtful that with this province still under Austrian domination, Rumania could have been induced to declare on the side of the Allies. The risk would have been too great. She would have been surrounded on three sides, the main stem of the railroad which practically divided Rumania in two would have been in Austrian hands.

Once Russia had taken Bukowina, however, the entire situation was cleared. She had, in the first place, convinced Rumania that she had not been eliminated by the disasters of 1915, but was really stronger than ever. In the next she afforded Rumania an opportunity of linking up her forces with those of Russia, of securing beyond the possibility of attack her right flank, and thereby carrying the war direct to Austria rather than of permitting the reverse.

Coincident with the Rumanian attack comes a revival of Russian activity against the Carpathian section of Galicia. As far as the result of this action is concerned it is entirely unimportant in itself, and resulted only in driving another small section of the Austrian Army back to the wall of the mountains. It is merely the renewal of fighting in a section which has for some time been relatively quiet.

LAYS FAY'S ESCAPE TO A GERMAN PLOT

Warden of Atlanta Prison Believes the Bomb Plotter Received Aid from Outside.

SCHILLER TRIED TO ESCAPE

German "Private" Attempted to Escape While the Deutschland Was Here, but Was Shot Down.

Special to The New York Times.

ATLANTA, Ga., Aug. 30.—Warden Zerbst of the Atlanta Penitentiary today said that the escape of Lieutenant Robert Fay and William Knobloch was the result of a carefully worked-out plot and that their apprehension is going to prove difficult. No traces have been found of the famous prisoners.

"Fay was a man of too much intelligence," said Warden Zerbst. "And he was too shrewd to have attempted such an escape unless he was certain that the necessary arrangements had been made to take care of him and of his companion after he reached safety from the guns of the guards."

The impression is growing in official circles in Atlanta that German sympathizers were behind the escape of the two men. It is being pointed out that when the Deutschland was in Baltimore Harbor, Pirate Schiller, who "captured" a British merchantman, made a dash for liberty and reached the outside of the prison before he was shot down, and that only the accident of running into a laborer on the outside prevented his clear getaway. He said he was trying to reach the Deutschland. Now the Bremen is expected at a Northern port almost any day.

Guard Pouncey, whose alleged negligence opened the way to the escape of the two men, was called before Warden Zerbst and submitted to a rigid examination. He could throw no light on the escape and has resigned his position. This is a most unusual step, it is said, and it is not known yet whether his resignation will be accepted.

The escape of Fay and Knobloch was executed by a clever forgery. The two men, who had been working as electricians about the prison, appeared before an inner guard with a forged pass which admitted them to the new prison wing upon which 100 men work each day. They pretended they were to repair a number of lights about the grounds.

BRITISH MAKE GAIN NEAR MARTINPUICH

Extend Their Line Across a Small German Salient and Take Some Prisoners.

OTHER ATTACKS REPULSED

Berlin Reports that Severe Assaults in the Somme Region Were Beaten Off.

LONDON, Aug. 30.—In the much diminished operations on the Somme both sides say they have been successful. The British day report tells of repulsing German attacks, while the night bulletin tells of extending the line south of Martinpuich across a small salient.

The Berlin official statement says that German troops repulsed strong British attacks along a line from Ovillers to Pozières and between Guillemont and Maurepas last night, and also threw back British detachments which penetrated the German positions at points north of Ovillers and Pozières.

The afternoon bulletin of the British War Office reads:

"Bad weather continues. Operations last night again were confined to a few minor enterprises on different parts of the front. Two half-hearted attempts by the enemy to advance in the vicinity of Guillemont were easily frustrated.

"Detachments of our troops entered and reconnoitred what remains of Mouquet Farm, and subsequently returned to our lines.

"We carried out successful raids, with no loss to ourselves, on the enemy's trenches near Neuville St. Vaast, inflicting casualties on the enemy and returning with eight prisoners.

The official communication from British Headquarters issued tonight reads:

South of Martinpuich we extended our line across a small salient, capturing some prisoners, the number of whom has not been ascertained. Thirty-eight other prisoners were taken in minor operations.

Between the Ancre and the Somme, despite the adverse weather, there has been a deal of artillery activity on both sides.

On the remainder of the front nothing occurred.

The French official statement of the afternoon reads:

There was the usual cannonading along the whole front. There is nothing to report in regard to the operations of last night except a minor enterprise which permitted us to advance to the east of Fleury.

A German aeroplane was brought down in the course of a fight with one of our pilots. The enemy machine crashed to the ground near Fresnes, in the Woevre.

The French official communication issued this evening says:

On the Somme front there has been moderate artillery activity. The bad weather continues.

In Lorraine, in the Rellon sector, enemy detachments, which twice attempted to approach our lines, were repulsed by our barage fire.

On the rest of the front there is nothing to report.

The German headquarters statement today says:

In the Somme district enemy operations during the day were unable to develop on account of our effective curtain of fire. During these operations both sides made considerable and continuous use of artillery.

During the evening and night strong attacks followed from the line of Ovillers-Pozières and between Guillemont and Maurepas, while adjoining this sector to the Somme and beyond the river into the neighborhood of Chilly the enemy, who had prepared to make storm attacks, was held down to his trenches during the night. Our positions were maintained without exception.

North of Ovillers-Pozières our brave troops again repulsed in heavy hand-to-hand fighting the English detachments which had penetrated our positions at a few points.

On the right bank of the Meuse renewed French attacks near Fleury and against our positions between the village and Chapitre Wood, prepared for by violent artillery fire, again broke down.

Southeast of Fleury the enemy was driven back by a counterattack.

North of Avocourt Brook and to the west of Mülhausen one enemy aeroplane was put out of action at each place in an aerial battle. Two aeroplanes were brought down by our anti-aircraft guns north of the Somme. Another was forced to land within our lines near Soyecourt.

TURKS CLAIM VICTORY IN THE CAUCASUS

BERLIN, Aug. 30, (via Sayville.)—Turkish troops are advancing step by step in the Caucasus and have broken the resistance of the Russians who occupied dominating heights, it was announced today by the Turkish War Department. One attacking Turkish detachment, it is said, found 1,000 Russian dead on the battlefield. The text of the Turkish statement says:

"Near the Russian frontier in Persia the right Turkish wing repulsed the Russians who were encountered in the district of Develstabad, northeast of Benedan.

"The Turkish right wing in the Caucasus broke the resistance of the Russians who occupied dominating heights. The Turks are advancing step by step. One attacking detachment found 1,000 Russian dead on the battlefield, made 70 prisoners, and took more than 600 rifles.

GERMANS HEAR 15,000 WERE KILLED IN RAID

Also Assert that London Asylums Are Filled With Insane as a Result of Recent Zeppelin Visits.

Special Cable to THE NEW YORK TIMES.

LONDON, Aug. 30.—London is taking the announcement of more stringent lighting regulations, beginning Sept. 1, with a calm and phlegmatic acceptance of the inevitable, however disagreeable. Nobody likes the present darkened streets, but even those persons who at one time thought the authorities were erring on the side of excessive precaution now agree that the balance of evidence seems to favor the official contention that uniform lighting regulations throughout the country deceive the Zeppelin commanders, to some degree at least.

It is pointed out here that the Germans will probably believe that the further reduction of lighting in London is an outcome of the British inability to drive the raiders away, but, as one paper observes, Germany is welcome to such satisfaction as she can derive from that incorrect assumption. The following report of the effect of the last Zeppelin raids in the Madgeburgische Zeitung, printed on "the authority of a neutral," is republished here with the remark that "one cannot fathom the mind of a public among whom it is possible to print such stuff":

"Though the days of the last Zeppelin raid on London are over, the entire population of London is still living under the enormous impression of the catastrophe and the night of terror of April 25. The same conditions existed on the nights of Aug. 1 and 3.

"An English doctor who has made observations based on carefully collected data says that after each Zeppelin raid the number of insane increases in a most frightful manner. The sanitariums and lunatic asylums are full to overflowing, so that the wounded from the front can find no room there.

"Some say that in the Zeppelin raid of Aug. 1 over 6,000 persons were injured. Others do not put the losses even as high as a tenth part of it. On the night of Aug. 3 15,000 persons are alleged to have been killed. This is possible, though not probable. The estimates of the material damage caused also vary. Some assert very definitely that in the two nights damage amounting to £37,500,000 was caused, while others think it is safe to go only to 25,000,000 shillings. The main damage seems to have been caused in the district between the Charing Cross Bridge and the Waterloo Bridge, Somerset House and the Strand, then round the Tower, London Bridge, the customhouse, etc.

"The number of clerks and workmen rendered unemployed after each of these nights has increased enormously, but, of course, within forty-eight hours they found employment elsewhere.

"It has become the custom for every careful head of the family before going to bed to examine thoroughly the staircase leading into the cellar. The landlords, porters, and tenants thus meet every night on the way to the nether world. Of course, everybody who can afford it is leaving London."

DENY TIRPITZ MANIFESTO.

Berlin Says Retired Admiral Did Not Issue Naval Statement.

BERLIN, Aug 30, (by Wireless to Sayville.)—"According to recent reports," says the Overseas News Agency, "the American press is concerned about a so-called manifesto of Admiral von Tirpitz having to do with naval warfare.

"No such manifesto is known in Germany. Evidently use has been made of a private telegram of the retired Admiral with the object of estranging feeling between the United States and Germany."

In a report received by Secretary Lansing by mail Aug. 24 from James W. Gerard, American Ambassador at Berlin, the statement was made that a "manifesto" strongly advocating the immediate resumption of unrestricted submarine warfare on merchant vessels had been published in Berlin. The "manifesto" was attributed to Admiral von Tirpitz, but Secretary Lansing explained that Mr. Gerard's report did not specify whether it had been issued by Admiral von Tirpitz in person or by the Navy League, which is a creation of von Tirpitz. Dispatches from London said that the document did not appear originally as a "manifesto," but in the shape of a letter to a correspondent in reply to a question regarding the future naval policy of the German Empire.

CUT OFF KAISER'S NAME.

Workmen in Rome Remove It from a Marble Memorial.

ROME, Aug. 30.—Workmen yesterday chopped off a marble memorial the names of Emperor William and the German Crown Prince, Frederick William, which had been placed in the senatorial palace on the ancient Capitol Hill during a visit of the German Emperor to Rome twenty years ago. The names were ordered removed by the City Government.

DUGOUT BOMBPROOF SHELTER

Not one in one hundred persons has an idea what a "dugout bombproof" shelter is, to say nothing of what it looks like. The subterranean burrows of the new tactics is a new chapter in warfare. The entire construction and detail drawings of these amazing refuges are shown in the Mid-Week Pictorial this week in a striking double-page rotogravure etching. It will be carefully preserved as an interesting souvenir by every one who sees it. The Mid-Week Pictorial of August 31st consists of 24 pages, all in rotogravure; it contains the latest, the best, and what are regarded as the most interesting photographs from all the battle fronts of Europe and Asia, each one in rotogravure: pages, double pages, half pages: Each etching a work of art to be preserved.—Advt.

James McCreery & Co.

5th Avenue *34th Street*

Announce

that they will give

A Gorgeous Fashion Revue

Of Imported Models in Gowns, Suits, Furs and Millinery

For the Benefit of

The American Red Cross Society

at

"Castles-by-the-Sea," Long Beach

On the Evenings of Thursday, Friday and Saturday, August 31, September 1 and 2.

Business Hours until September 15th:
9 A. M. to 5 P. M. 12 Noon on Saturdays.

B. Altman & Co.

Women's Tailor-made Suits

made of attractive light-weight materials, in suitable styles for town, country and sports wear, are now being offered at

$13.00, $18.00 & $22.00

This Sale presents an unusual opportunity for purchasing Suits of superior quality at extraordinary price concessions.

(Ready-to-wear Department, Third Floor)

Fifth Avenue, New York

TIFFANY & CO.

WATCHES AND WATCH BRACELETS

PLAIN, JEWELED AND ENAMELED

Saks & Company
Broadway at 34th Street

Today—An Important Special

Clearance of Men's Shirts
at season-end prices

After an unusually busy season, we have decided to offer these garments, some of which are slightly soiled, at special prices, beginning today:—

Men's Sport Shirts at 79c
Formerly $1 and $1.50

In white, tan, and striped effects on white grounds.

Soft Cuff Negligee Shirts at 85c
Formerly $1 and $1.50

In plain colors and stripes, including shirts of the well-known "Olus" make, in broken sizes.

Also—New "Town and Country" Sport Shirts at $1

A brand new shipment—just received. Collar made just the correct height to insure maximum comfort under all conditions. To be had in tan or white light and medium weight Oxford cloth, and fine quality mercerized fabrics, with half or regulation sleeves.

Men's Pajamas at 95c

Garments that have been selling all season at $1.10. Made of fine quality mercerized fabrics in plain white and desirable colors.

New Silk Neckwear for Men at 29c

Well-made scarfs, in an excellent assortment of weaves in neat color combinations, plain colors, figured and spot effects.

FOR TODAY ONLY

Men's Mohair Dusters at $6.75
Formerly $10 and $15

Every one of our men's mohair dusters included. Double or single breasted models to select from, with belted or plain backs.

Sixth Floor.

J. M. Gidding & Co.
384-386 and 388 Fifth Avenue 467 and 479 6th

Final Disposal
to make room for Autumn Importations

$55 to $95 Dresses—$15 & $25
Of net—voile—linen—Georgette crepe—chiffon and novelty silks.

$75 to $145 Gowns—$35 & $45
Dance Frocks—Afternoon and Evening Gowns.

$65 to $125 Wraps—$18 & $45
For porch wear and formal or informal occasions.

$65 to $125 Suits—$25 & $35
A few remaining styles of silk and cloth—adaptable for wear well into the Autumn.

A Few Odd Coats Irrespective of former Prices—to close at $10

$10 & $15 Outing Skirts—$3
Remaining styles—in cloth and wash materials.

Sport Hats—$2. Street & Semi-dress Hats—$5.

STILL A FEW HIGH-CLASS PARASOLS and HAND BAGS
Formerly to $20—to be closed out at $3, $5, $10.

GREAT WAR BOOKS.

Famous writers of all European nations express their sentiments in Current History, published monthly by THE NEW YORK TIMES, 25 cents a copy, $3 a year. Comprehensive story of the European war as it proceeds. Pictures, maps, original documents. Bound Vols. I., II. and III., $2 each, (plus postage.) Times Square, New York.

GIANT WAVE CAST MEMPHIS ON ROCK

Water Wall 20 Feet High Flung the Cruiser Over Shallows to Disaster.

DEATH LIST IS GROWING

Casualties Now Put at 113—Dead and Missing Total 32.

MANY SCALDED BY STEAM

Cruiser Was Clawing Her Way to Safety When Main Pipe Burst.

Special to The New York Times.

WASHINGTON, Aug. 30.—Reports to the Navy Department from Rear Admiral Charles F. Pond make it plain that the whole ship's company of the United States armored cruiser Memphis (formerly the Tennessee) had a narrow escape from death when the ship was lifted yesterday on the swell of a tidal wave and thrown upon a rock in the inner harbor of Santo Domingo City.

Hydrographic charts show that the Memphis, which draws twenty-five feet, was driven over a stretch of water that is ordinarily from four to five feet deep to a point under a bluff near the inner harbor where the vessel was dumped upon a rock by the receding tidal wave. From this it would appear that the abnormal rise of the sea which wrecked the ship was more than twenty feet, and powerful enough to lift the 14,000-ton vessel bodily over the very shallow intervening water.

Late dispatches from Rear Admiral Pond show that the bursting of a steam pipe accounted for many of the casualties on the Memphis and perhaps in part for the destruction of the vessel. "Steam was gotten up and the engines were working," Admiral Pond cabled, "when the main steam pipe burst."

In complete reports from Admiral Pond indicate that the casualties were not less than 113, including two identified dead, thirty-three missing, of whom twenty were drowned, when a motor-boat, returning from shore with a liberty party, was lost, five very seriously injured, six seriously injured, and sixty-seven slightly injured.

Admiral Pond tonight reported to the Navy Department that First Class Fireman J. H. Townsend was dead, and that Machinist's Mate C. H. Willey was in a very grave condition. The message added:

"Sea smooth; Memphis ashore, eight feet spot of water; working party on board securing records and landing stores. Crew quartered in town. Hospital facilities ample. From first indications of trouble until ship struck less than one hour."

Press dispatches from Santo Domingo today reported that three of the injured died in the hospital, but the Department has received no confirmation of this.

Analysis of Admiral Pond's dispatches indicated that the casualties were as follows:

The Dead.

RUD, GEORGE WILLIAM, chief machinist's mate; next of kin, Caroline Ingebredtsen, (mother,) Minneapolis, Minn. Had been in the service about thirteen years.

TOWNSEND, J. H., fireman, first class. This name was at first reported as that of J. H. Thompson. Records of the department showed that Thompson was safe on board the New York.

PORTER, A. H., water tender.

COPIUS, W., fireman, Hempstead, L. I.

Missing.

SNELL, RAYMOND GEORGE, enlisted seaman, Jamaica, L. I.

REYNOLDS, CHARLES JOSEPH, ordinary seaman, 12 Bolivar Street, Brooklyn.

HOWARD, CHARLES, warrant officer's steward, 36 Felix Street, Brooklyn.

DUGAN, CHARLES MICHAEL, fireman, first class, 254 East Forty-eighth Street, New York City.

GAWRONSKI, PETER PAUL, coxswain, 34 Central Street, Salamanca, N. Y.

CARLTON, WILLIAM RICHARD, ordinary seaman, 33 Kingsland Avenue, Brooklyn.

HANNON, GEORGE ALOYSIUS, seaman, 93 East 116th Street, New York City.

FREDERICK, MELVIN FRANKLIN, seaman.

DUPLISSEY, HENRI ALEXANDER, ordinary seaman.

SMITH, WILLIAM BURNETTE, coxswain.

SAIN TCLAIR, ROY, ordinary seaman.
TOEPFER, WILLIAM H., seaman.
WALTON, CHARLES L., fireman.
DIEHL, WILLIAM CHARLES, seaman.
CROSIER, LAWRENCE L., fireman.
TAYLOR, CHARLES TAYLOR, coal passer.
TINGLE, ROLAND L., ordinary seaman.
KENNEY, WILLIAM F., seaman.
JACKSON, WILLIAM EVANS, ordinary seaman.
HARRINGTON, JAMES JOSEPH, fireman.
RUDOLPH, ALBERT J., oiler.
SHEEHAN, JOHN J., fireman, second class.
ROLLINS, EDGAR A., seaman.
MULLANEY, HENRY, ordinary seaman.
TESHACK, JOSEPH, fireman, first class.
McDERMOTT, MARTIN A., seaman.
MAJOR, FRED M., seaman.
THORMER, JOHN W., yeoman.

Seriously Injured.

ANDERSON, ALPHONSUS JOHN, fireman, second class; next of kin, William Anderson, (father,) Philadelphia, Penn. Has been in naval service since July 28, 1915.

BLACKWELL, JENNINGS PRICE, coal passer; next of kin, Hattie Ridlehoover, (mother,) Parksville, S. C. Has been in naval service since Jan. 7, 1916.

BRYAN, HARRIS ALLYN, seaman; next of kin, John Henry Bryan, (father,) 295 Chestnut Street, New Britain, Conn. Enlisted April 17, 1915.

JONES, CLAUD ASHTON, Lieutenant, electrical engineer officer of the ship; next of kin, Mrs. Claud A. Jones, (wife,) Charleston, W. Va. Born Oct. 7, 1885. Appointed to Naval Academy June 29, 1903. Commissioned First Lieutenant Dec. 12, 1914.

KEEGAN, JAMES HENRY, fireman, first class; next of kin, Joseph E. Keegan, (father,) 1,690 Eighty-fourth Street, Brooklyn, N. Y. Has been in service since Dec. 29, 1913.

LEARY, TIMOTHY JOSEPH, fireman, first class; next of kin, Catherine Leary, (mother,) 36 Seabury Street, Fall River, Mass. Has been in the service about sixteen years.

McVEIGH, MARTIN JOSEPH, ordinary seaman; next of kin, James McVeigh, (father,) Philadelphia, Penn. McVeigh enlisted July 31, 1915.

PLANCK, WALTER LOIS, water tender; next of kin, Aurelia D. Planck, 17 Wilkinson Place, Trenton, N. J. Has been in service about eleven years.

PORTER, ARTHUR HENRY, fireman, first class; next of kin, Dolby Watterson, (aunt,) Parker's Landing, Penn.; home address, Cleland, Ohio. Has been in service about sixteen years.

QUINN, ELPHARD J., water tender; next of kin, Nellie Elizabeth Quinn, (wife,) 44 Bergen Street, Brooklyn, N. Y. Has been in naval service about six years.

THOMPSON, J. H. No such man is recorded as being on the Memphis, and department says this name was garbled in cabling.

WILLEY, CHARLES HENRY, machinist, (a warrant officer;) next of kin, Mrs. Charles H. Willey, (wife.) Appointed machinist Dec. 28, 1914; was for eight years machinist's mate prior to that date.

In addition, sixty-seven men whose names have not been reported to the Navy Department were slightly injured.

The Navy Department tonight made public the full text of messages received from Rear Admiral Pond, relating to the disaster. The complete text of the Admiral's first dispatch, showing omissions in the version made public last night, follows:

Memphis driven ashore by heavy seas, into Domingo City, west of lighthouse, 4:40 P. M.; lying close under bluff; has lines ashore and getting crew off. Bootes (Captain of Marines) and myself went ashore 2 P. M. Sea then unusually smooth. Ship evidently unable to get up steam in time to save her. Twenty men liberty party drowned going back. Lieutenant Jones and several men of engineer force brought ashore severely scalded from boiler accident. Have not learned particulars. Castine dragged close in, but did not strike and got out to sea. No other casualties to officers known. Memphis will be total loss. Expect to save everybody on board. POND.

Scalded by Escaping Steam.

More details of the disaster are given in this later dispatch from Rear Admiral Pond:

All off ship. Steam was gotten up and the engines were working when the main steam pipe burst. Unable to determine cause at this time. Those near too injured to question. Lieutenant Jones seriously burned, but will recover. G. W. Rud, chief machinists's mate, dead. Following very seriously injured: A. J. Anderson, fireman, second class; C. H. Willey, machinist; A. H. Porter, water tender; J. P. Blackwell, coal passer; E. J. Quinn, water tender; J. H. Thompson, fireman, first class. Following seriously injured: M. J. McVeigh, ordinary seaman; W. L. Planck, water tender; T. J. Leary, fireman, first class; H. A. Bryan, seaman; J. H. Keegan, fireman, first class, and sixty-seven slightly injured. Several men missing, drowned.

Muster roll left on board in safety, and only incomplete muster has therefore been made. Will have exact muster made early tomorrow morning, and report missing. No casualties among officers. Captain Beach was last to leave ship. Castine safe at sea with disabled steering gear, and all boats but one lost, but vessel under control. Sea perfectly smooth until after 3 P. M. POND.

GREENHUT'S "THE BIG STORE" Sixth Ave. Between 18th Street

Have You Ordered a

Supply of Foods

To Safeguard Your Family?

We are not alarmists—far from such. But it is essential for us to call attention to present conditions.

Such is the natural function of a popular big store.

The papers are talking about the possibilities of a great railroad strike.

Whether this will or will not take place, we do not know. Nor does anyone else.

Nevertheless, it is well to supply your larder NOW AND HERE with everything for your table.

Buy liberally, supplying your needs for an entire month.

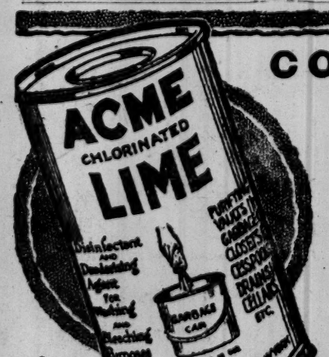
If it is inconvenient for you to come to the store in person, send your order by telephone or by mail—it will receive prompt attention.

TELEPHONE CHELSEA 4000.

Ask for our NEW POSTCARD GROCERY ORDER BOOK. Herein are enclosed ten postal cards addressed to our Grocery Department. Make out the list of just what you want for your table.

Our NEW GROCERY CATALOGUE is now ready. A free copy will be furnished on request.

Double H Green Trading Stamps Forenoons—Single Stamps Afternoons



CONTAGIOUS DISEASES!

Department of Health, City of New York, has advised physicians to use Chlorinated Lime as a disinfectant in all cases of Infantile Paralysis. The United States Government recommends the use of Chlorinated Lime as a most effective and economical germ killer and deodorant.

Disinfectants must be fresh to be effective. Thousands of grocers and druggists have just received a fresh supply of Acme Chlorinated Lime. Do not accept substitutes which may be stale and worthless.

Protect your home—sprinkle Acme Lime daily in your toilet bowl, garbage can, kitchen sink, cellar, etc.

ADVERTISEMENT. ADVERTISEMENT. ADVERTISEMENT. ADVERTISEMENT. ADVERTISEMENT. ADVERTISEMENT.

THE THREATENED RAILROAD STRIKE

REASON FOR STRIKE

Railroads Have Persistently Refused to Accept the President's Plan

NO COUNTER PROPOSITION WAS RECEIVED.

The real and ultimate reason that the present railway strike will be declared was the refusal of the railroads to accept the plan of settlement proposed by the President of the United States. When it became evident that no adjustment could be reached through the Federal board of mediation and conciliation at New York, President Wilson requested the employes' committee and the committee of managers to come to Washington where it was his purpose to accomplish an agreement if possible. After conferences with representatives of both the railroads and their employes, the President proposed the following basis of settlement:

"Concession of eight-hour day.

"Postponement of the other demand, as to payment for overtime, and the counter suggestions of the railway managers until experience actually discloses the consequences of the eight-hour day;

"In the meantime the constitution, by authority of the Congress, of a commission or body of men, appointed by the President, to observe, investigate and report upon these consequences, without recommendation.

"Then such action upon the facts as the parties to the present controversy may think best."

The foregoing plan of settlement was submitted to the employes' committee on August 17, and was accepted by them the following day, and the President notified to that effect.

Notwithstanding the fact that the same proposition was submitted to the presidents and general managers of the railroads, they persistently declined to accept such proposition or to submit a counter proposition which could be considered by the employes' committee. This condition existed from August 17 until August 27 during which ten-day period the employes' committee anxiously awaited some counter proposition on which a settlement could be based. Realizing that the railroad managers were staunchly utilizing the time to create a public opinion against President Wilson and against the railway employes, by soliciting and paying for thousands of telegrams from farmers, merchants, and manufacturers, the employes' committee adopted the following resolution on August 27, and left for their respective homes:

"The resolution to quit work adopted by us, in accordance with the vote of the members at our meeting in New York on the 13th day of August, 1916, and the authority then conferred upon our chief executives and the instruction to them to fix the day and hour and to transmit notice of the same to the chairmen and then to the members are hereby confirmed, approved, and re-enacted to take effect unless, **prior to the day and hour so fixed, notice shall have been received that the proposal of the President of the United States, accepted by us on the 18th day of August, 1916, has been accepted by the representatives of the railroad companies.**"

Special Privileges.

A special privilege granted to railroad companies by the present Federal arbitration law, known as the Newlands act, is that of administering any award reached in an arbitration. For instance, a railroad and its employes may submit to arbitration under the Federal law, a complicated wage dispute. The award may be intended to benefit the employes, but immediately, and almost invariably, the railroad officials on that road interpret the award to mean a wage reduction instead of a wage increase, and thus railway employes have been educated to look upon arbitration as a gross injustice.

So long as operating officers of the railways are permitted to interpret the language of an award to suit themselves, compelling the employes to accept such interpretation, with the full knowledge that the board of arbitration did not intend its language to be distorted, the employes are justified in refusing arbitration.

Can you imagine one of the parties to a suit at law being permitted to interpret the court's decision to the extent of compelling the other party to the suit to accept such interpretation?

Experience has taught the employes that it requires many months, and often years, to secure the enforcement of an award as intended by the arbitrators.

Manufacturing Public Opinion.

While the presidents and the general managers of the railroads were trying to make President Wilson believe that they were sincerely endeavoring to agree among themselves on some basis of settlement of the present eight-hour movement, they were busily engaged in creating a "public opinion," at an enormous expense to the railroads, as will be indicated in the following telegram which was sent to all station agents by the officials of one of the most prominent Western railroads:

"It is highly important to get trainmen question discussed by farmers, stock raisers, dairymen, and merchants. Please get as many of these classes as possible in your town and vicinity to send telegrams rush to President at Washington, D. C., urgently requesting him to settle the controversy by arbitration. Telegrams should show business of the senders. These telegrams are to be paid for from station funds and statement sent me for voucher your credit. I want you to send copies these telegrams to me by wire as soon as transmitted to the President, using our own wires for this. Might be well to have some of the most prominent signers send message to their Congressmen and Senators in Washington in addition to those sent to President Wilson. This is very important and must be given preference over normal business today."

Information came from other roads that similar efforts to deceive the President and members of Congress were being vigorously pressed by convincing farmers and merchants that if they would send telegrams of this character to the President and members of Congress it would not only prevent a strike, but prevent an increase in freight rates.

Thus by the use of their surplus earnings, railway companies "manufacture public opinion."

WHY NO ARBITRATION.

Railroads Know Who to Fight and Who to Arbitrate.

It is true that the railroad employes engaged in engine and train service have declined to submit their eight-hour demand to arbitration—on any railroad or for any class of employes.

It is just as true that the railroads have refused to include in their proposed arbitration seventy-five of the smaller railroads where they believe a strike for the eight-hour day can be defeated.

The railroads also have refused to include the colored brakemen, firemen and hostlers in their arbitration, because those railroads that employ negroes have never recognized that they had any rights in the matter.

And on eighteen of the railroads on which they propose to arbitrate the eight-hour day the railroads have refused to include the white hostlers in their arbitration.

The railroads refuse to arbitrate wherever and whenever they feel strong enough to defeat a strike and only insist upon arbitration where they fear they cannot defeat the strike.

By just such methods the railroads plan to deceive and cajole the public and at the same time defeat the demands of their employes.

Packing the Jury.

In courts of justice it has always been considered unfair to include on a jury persons who have been prejudiced, either by personal knowledge or by rumor, as to the merits of the case. The purpose of the railroads seems to have been, first to prejudice the public mind against their employes and then force an arbitration influenced by this prejudice.

The railroads have conducted a publicity campaign at an enormous expense for the purpose of producing a public opinion (1) that the demand of the employes for an eight-hour day is unjust, (2) that the public will be penalized to the extent of $100,000,000 per year if the eight-hour day is granted, and (3) that no arbitration board, should award the eight-hour day.

In this effort to create a public opinion against the demands of railroad employes for an eight-hour day, these railroads have enlisted in their publicity campaign nine great advertising agencies, who in turn have selected 14,000 weekly newspapers and between 2,500 and 3,000 daily newspapers with which to bias public opinion. In each of these newspapers a series of large display advertisements have been published at an enormous expense to the railroads. In connection with these efforts, hundreds, if not thousands, of editorials have been published in connection therewith, carrying the same thought as the advertisements. These editorials have been published in pamphlet form and thereby given greater publicity, thus demonstrating that so far as these 17,000 newspapers are concerned, a public opinion already has been created.

With the belief that the public mind has been so prejudiced that a fair arbitration is impossible, these same railroads, in concert with other employers' associations, known as Chambers of Commerce, now demand that the eight-hour day be arbitrated.

QUESTION NOT ARBITRABLE.

Religion, Politics, and Class Opinions Not Arbitrable.

The number of hours that an employe in any industry is required to perform labor within a twenty-four-hour period is a class question. Concerning all class questions there are differences of opinion.

It requires no course of reasoning to convince any workingman that a reduction of hours of labor performed in any twenty-four-hour period from ten to eight is economically correct.

A vast majority of the people who have invested their capital in an industry that requires the employment of other people in order that the industry may be profitable to the investor, are fully convinced that the reduction of hours or employes from ten to eight is economically wrong.

In an engineers' arbitration they found the neutral arbitrator to be a retired railroad attorney—afflicted with old age, bad digestion, and acute prejudice—to such an extent that he did not attempt to conceal his antipathy to the engineers. The railroads' representative in this arbitration was so much fairer than the neutral arbitrator that he conceded more than the so-called neutral arbitrator wanted to give.

In an arbitration of matters concerning conductors and trainmen, ex-officeholders, or "lame ducks," rendered a decision that made the victims say, as though they meant it, "Never again!"

In the last arbitration of wages and working conditions of Western engineers, firemen, and hostlers, the board was dominated by a man who, as Director or trustee, was directly concerned in the result of the award. Aside from many millions of dollars of other railroad holdings, much of which would be affected by the award, he was Director of a trust company that owned one block of approximately $12,500,000 of first mortgage bonds of one of the railroads, parties to the arbitration. When his railway financial connections were discovered and official protest made against his continuance on the board, the employes were officially advised that while it had not been known that he was thus connected, a "knowledge of that fact would have been favorable rather than otherwise to his appointment," and that "nothing has been brought to our knowledge since his appointment as an arbitrator which in our opinion disqualifies him as an arbitrator."

But, ignoring past experiences, let us presume that there was an arbitration of the eight-hour demand of railway employes and that in picking the jury every effort was made to appoint neutrals entirely free of prejudices. If the mental attitude of the neutrals appointed is favorable to railway employes at the time of their appointment it is a two-to-one chance that the employes will win. If the neutrals' past environment has been such that it would require much evidence to convince them of the justice of the men's demands, no eight-hour day would be awarded. If the President of the American Federation of Labor is selected as a neutral arbitrator, he will, with perfect honesty and sincerity, award railroad men the eight-hour day. If a President, Director or an attorney of some great employing corporation is appointed with just as much honesty of purpose he will deny the eight-hour day.

Getting Their Wires Crossed.

In their desperate effort to force a railroad strike in the present eight-hour movement those gentlemen upon whose strategy the railroads depend to secure $100,000,000 per annum in increased freight rates out of the strike have presumably convinced the public that the demands of the employes are unjust and exorbitant.

But when the individual general manager takes his own employes into his confidence, overlooking the strategy of those in charge of the movement, he does not hesitate to show his own men that the demands of the employes mean an actual reduction in their pay should their working time be limited to eight hours.

For instance, the Staten Island Railway, an auxiliary line to the Baltimore & Ohio, in fact, its New York City terminal, shows the following rule in their wage agreement with their firemen:

"Ten hours or less shall constitute a day, in all yard service. The rate of pay shall be $2.60 per day, overtime pro rata."

The language in all the wage schedules is similar to the foregoing, and basing his statement on this rule, Mr. W. H. Averell, general manager of the Staten Island Railway Company, addressed a communication to his employes, which had for its purpose the convincing of each employe that the demands now made upon the railroads would actually reduce their wages, and this is the language quoted from his communication:

"While the requests which have been made by the four organizations on the majority of the railroads in the United States may, if granted, result in freight train, engine and yard men receiving each year the same or greater pay than at present received, because of the peculiar operating conditions on Staten Island, it is absolutely certain that by far the larger percentage of the men would, instead of receiving more money, actually receive less.

"For example: A yard engineer now working eleven hours at 41 cents an hour, receives $4.51, or, assuming he works every day in the year, $1,645.15. On the basis proposed by you, this engineer would receive ten hours' pay at present rates, or $4.10, or $1,495.50. This means, therefore, that this engineer would receive practically $150 less per year than he is now getting; the equivalent of nearly a month and a quarter pay. The same thing would be true to a greater or lesser extent of the yard, road, conductors, and brakemen in yard and freight service."

Just how the general manager of the Staten Island Railway Company figures out a loss of $150 per year for every engineer on that road by the application of the demands of employes, when the publicity managers of the railroads are demonstrating that it is necessary for increase in freight rates to compensate them for the increased wages of $100,000,000 per year, is only one of the many situations in which it is evident that some people are getting their wires crossed.

Men Must Have Eight-Hour Day.

During the 1915 arbitration of wages of engineers, firemen, and hostlers, the railroads presented names of switch engineers, one of whom earned $172.90 in "26 days." A subsequent investigation demonstrated that this man worked an average of 14 hours and 18 minutes per day for 26 days, an equivalent of 46½ days of 8 hours each. This investigation demonstrated that in order to make the $172.90 he was not only paid for all of these hours that he had actually worked, but $5.85 in addition thereto as 26 penalties for working this engineer 14 hours and 18 minutes on each of these 26 days without at any time permitting him to stop to eat.

The same investigation proved that to earn the sum of $116.74 in "28 days" a fireman worked an average of 14 hours and 11 minutes each and every one of these 28 days and with no stop to eat on any day. This switch engine fireman's 28 days were made up of 397 hours, or an equivalent of 49⅝ days of 8 hours each, an average of 198½ hours per month.

At this rate for twelve months this switch engine fireman would work the equivalent of 595½ days of 8 hours each. An employe in the building trades in this same City of Chicago, worked only 44 hours a week, or an equivalent of 286 days of 8 hours each during a year. Thus this switch engine fireman works as many hours in one year as an employe in the building industries works in two years and one month.

FRENZIED FINANCE

The Dissipation of the Revenue Gains of the Railroads

HAS COST MORE THAN LABOR

As a result of the methods of financing or selling securities through the banking institutions which control the railroads, enormous bonuses to stockholders have been granted. During the period 1900-1910 alone, eighteen representative railroads traversing all sections of the country gave away in bonuses to their stockholders the huge sum of $450,414,992. More than $250,000,000 was also distributed in this way during the same period by eight representative Western railroads. Large underwriting and banking commissions have also been paid which have been without justification. By way of illustration, the recent investigation of the St. Louis and San Francisco Railroad by the Interstate Commerce Commission showed that discounts and commissions were paid to banks and syndicates which aggregated the enormous total of $32,152,602 during the period 1896-1913. These are typical instances. By the sale of securities at much less than their market value, the railroad companies have been deprived of cash resources which they should have had and at the same time they have issued fictitious capitalization which became a drain on operating revenues.

One banking house received a fee of $500,000 for reorganizing the Chicago Great Western in 1909, and in addition made a profit of $6,000,000 for the syndicate which it represented. In the reorganization of the Northern Pacific Railroad in 1896, the same banking firm received a commission of one-fourth of one per cent. upon the par value of all the securities deposited under the reorganization plan, the only reservation being a stipulation that the total fee to this firm should not be more than $1,000,000.

Syndicates of bankers and financiers made enormous profits in connection with the stock manipulation and transactions of the Chicago & Alton and the Union Pacific Railroads. The total amount of the funds or resources diverted from the treasury of the Chicago & Alton Railroad during the period 1899-1906, amounted to more than $24,000,000. The same syndicate made more than $21,000,000 in the sale of the stock of the Southern & Northern Pacific and the Chicago & Alton Railroads to the Union Pacific Railway, over the finances of which they had control. A banking firm which represented the syndicate, received profits on these transactions also, which were estimated to be more than $2,000,000. Large syndicate profits were also received in connection with the sale to the Rock Island Railroad of some of its subsidiaries.

As the result of this reorganization the Atchison stock issues were inflated, without adding anything to the value of the property or to its earning capacity, to the amount of $166,093,095. More than $112,000,000 has already been paid in dividends upon these fictitious securities, which constitute a liability against the property, but do not represent any contribution ever made in any way to its earning capacity. The annual dividends now paid upon these stock issues amount to $9,167,456.

The New York Central & Hudson River Railroad was formed by consolidation, dated Dec. 15, 1869. The total par value of the stock of the two companies entering into the consolidation was $44,815,800. This amount was arbitrarily increased, without adding one cent to the value of the property, by an increase in the capital stocks of the consolidating companies of $44,428,330, or, in other words, a stock dividend of practically 100 per cent. was declared. Prior to this consolidation the capitalization of the two constituent companies had been increased, at a conservative estimate, $12,500,000, without any tangible increase in the properties. As a consequence, at the time of the consolidation in 1869, $56,928,330 of the constituent companies did not represent any value paid in. The cash dividends upon this watered stock for forty-five years, 1870-1914, inclusive, aggregates 286 per cent. This is equivalent to an average of $3,387,319 per year, or a total of $151,829,357 in dividends for the forty-five years actually paid out by the company on stock which was issued prior to or at the time of the consolidation, and which did not represent any addition to the physical property of the company.

By the terms of the consolidation of the Chicago & Alton in 1906, $39,000,000 of railroad company securities were given for $22,000,000 of railway securities; or, in other words, more than $17,000,000 of "water" was injected into the capitalization of the new company.

In the consolidation of the Missouri Pacific properties in 1909, $22,000,000 in fictitious securities which represented the capitalization of the previous financial mismanagement of this railroad were carried forward into the capitalization of the new company.

A further illustration of stock manipulation and improper financial practices is furnished by the financial history of the St. Louis and San Francisco Railroad Company since its reorganization in 1896. On the basis of a most conservative calculation at least $100,000,000 in unwarranted capital liabilities has been created by this railroad in the payment of discounts and commissions to banking interests and in the acquisition of subsidiaries and other properties. Out of a total outstanding stock of $50,000,000, $46,000,000 is estimated to be fictitious and to have already absorbed in dividend requirements $8,000,000 from the productive efficiency of capital and labor engaged in the operation of this railroad. As a result of a recent exhaustive investigation by the Interstate Commerce Commission it was officially declared that the indefensible financial policy of the Frisco within recent years had resulted in the improper diversion of net revenue of the railroad to a sum "which approximates between $3,500,000 and $4,000,000 per annum."

Examples of the improper use and dissipation of railroad resources could be multiplied. The foregoing are typical and representative.

Railroad Prosperity.

During the last year the railroads have enjoyed great prosperity. According to statistics just issued by the Interstate Commerce Commission for the fiscal year 1916, 155 large roads, representing more than 90 per cent. of the mileage of the country, showed gains in gross operating revenues over last year of $445,702,634. Net operating revenues in 1916 were $278,861,824 more than in the preceding year. The gain in net revenue in 1916 over 1915, according to operating districts, was in round numbers, as follows:

Eastern district	$139,000,000
Southern district	42,800,000
Western district	91,700,000

The extreme solicitude on the part of the railway Presidents for the "80 per cent. of unorganized employes" and their rights, when, in fact, it is a dischargeable offense on any of such employes to make an attempt to organize for the purpose of bettering their wages or working conditions, is amusing.

KIDDING THE PUBLIC

Railroads Arbitrate Where Employes Are Strong and Fight Where Weak

NOT SINCERE ADVOCATES OF ARBITRATION.

Presumably every man, woman, and child who has recently read the newspapers understands that the railroads honestly and earnestly advocate arbitration in all wage matters. The Washington Post of Sunday, Aug. 27, quotes one of the railroad Presidents as saying:

"Arbitration for the settlement of the demands of about 350,000 men upon the railroads has been denied (by the employes' committee). The health, happiness, prosperity and lives of the American people are in jeopardy because of this refusal to use the method of settlement found satisfactory in great international disputes."

And at the very same time that this railroad President was masquerading as a devout worshipper at the arbitration shrine the railroads collectively positively refused to arbitrate the eight-hour day on many railroads and for many employes as is shown in the following statements:

Hostlers Are Excluded by the Railroads from the Proposed Arbitration on the Following Railroads:

EASTERN DISTRICT.

Buffalo and Susquehanna Railroad Corporation.
Wellsville and Buffalo Railroad Corporation.

WESTERN DISTRICT.

Atchison, Topeka and Santa Fe (proper.)
Rio Grande, El Paso and Santa Fe Railroad, Pan Handle and Santa Fe Railway.
Chicago and Alton Railroad.
Chicago and Western Indiana Railroad.
Belt Railway of Chicago.
Chicago Great Western Railroad.
Colorado and Southern Railway.
El Paso and Southwestern System.
Fort Worth Belt Railway.
Kansas City Terminal Railway.
Louisiana and Arkansas Railway.
Minnesota and International Railway.
New Orleans, Texas and Mexico Railroad.
Beaumont, Sour Lake and Western Railway, Orange and Northwestern Railroad.
Northern Pacific Terminal Railway.
Northwestern Pacific Railway.
Oregon-Washington Railroad and Navigation Company.
St. Louis and San Francisco Railroad, Paris and Great Northern Railway, St. Louis and Southwestern of Texas, Fort Worth and Rio Grande Railroad.
Southern Pacific (Pacific system.)
Union Stock Yards of Omaha.
Wiggins Ferry Company, East St. Louis Connecting Railway, St. Louis Transfer Railway Company.

SOUTHEASTERN DISTRICT.

Atlanta, Birmingham and Atlantic Railroad.
Atlantic Coast Line Railroad.
Atlanta and West Point Railway, Western Railway of Alabama.
Carolina, Clinchfield and Ohio.
Florida East Coast Railway.
Louisville and Nashville Railroad.
Mobile and Ohio Railroad.
New Orleans and Northeastern Railroad, Alabama and Vicksburg Railway, Vicksburg, Shreveport and Pacific.
New Orleans Terminal Company.
Richmond, Fredericksburg and Potomac.
Washington Southern Railway.
Seaboard Air Line Railway.

White Firemen Are Excluded by the Railroads From the Proposed Arbitration on the Following Railroads:

EASTERN DISTRICT.

None.

WESTERN DISTRICT.

Yazoo and Mississippi Valley Railway.

SOUTHEASTERN DISTRICT.

Atlanta, Birmingham, and Atlantic Railway.
Atlantic Coast Line Railroad.
Atlanta and West Point Railway.
Western Railway of Alabama.
Central of Georgia Railway.
Florida East Coast Railway.
Louisville and Nashville Railroad.
New Orleans and Northeastern Railroad, Alabama and Vicksburg Railway.
Vicksburg, Shreveport and Pacific.
Seaboard Air Line Railway.

White Brakemen Are Excluded by the Railroads from the Proposed Arbitration on the Following Railroads:

EASTERN DISTRICT.

None.

WESTERN DISTRICT.

New Orleans, Texas and Mexico Railroad, Beaumont, Sour Lake and Northwestern Railway, Orange and Northwestern Railroad.
St. Louis, Brownsville and Mexico.

SOUTHEASTERN DISTRICT.

Louisville and Nashville Railroad.

Exclusion of All Colored Railroad Employes.

Because of the limitations placed upon employes represented by the national conference committee of the railways it is understood that in their proposed arbitration no colored railroad employes are to participate therein. For instance, should the railroad employes agree to arbitration in accordance with the proposal of the national conference commission of the railways, and through such arbitration the eight-hour day with present rate of pay be granted, the thousands of negro firemen, hostlers, brakemen and yardmen now employed on the Southern railroads would be excluded from the arbitration award. This would result in the white firemen, hostlers, brakemen and yardmen working eight hours a day, while the colored firemen, hostlers, brakemen and yardmen would work ten hours a day on the same railroads. It is believed that with this difference in the working conditions and rates of wages the Southern railroads would soon eliminate all white firemen, hostlers, brakemen and yardmen for purely economic reasons.

Names of Railroads, Most of Which Are Owned by Railroads Proposing Arbitration, But Which Railroads Are Excluded in the Proposal of the National Conference Committee of the Railways, for Arbitration.

EASTERN DISTRICT.

Akron and Barberton Belt Railroad (controlled jointly by B. & O., C. A. & C., N. O. and Erie).
Baltimore, Chesapeake and Atlantic (affiliated in interest with Penna. R. R. system through ownership of capital stock).
Bath and Hammondsport Railroad (controlled by Erie, operated separately).
Bridgton and Saco River Railroad (controlled by Maine Central).
Chicago and Wabash Valley Railway (controlled by C. I. & L. Ry.).
Cincinnati, Indianapolis and Western Railway (wholly—C. H. & D.).
Cincinnati, Lebanon and Northern Railway (controlled by Penna. Lines west of Pittsburgh).
Cumberland Valley Railway (controlled by Penna. Co., operated independently).
Central Indiana Railway (controlled by Penna. Co. and C. C., C. & St. L. Ry.).
Detroit and Charlevoix and Chicago, Kalamazoo and Saginaw Railroads (controlled by Mich. Cent.).
Detroit and Toledo Shore Line Railroad controlled jointly by T., St. L. & W. and Grand Trunk Western).
Greenwich and Johnsonville Company (controlled by D. & H.).
Lehigh and Hudson River Company (independent property).
Little Falls and Delgerville Railroad (controlled by N. Y. C. east).
Little Kanawha Railroad (operated by B. & O.).
Louisville and Jeffersonville Bridge Co. (jointly C., C., C. & St. L. and C. & O.)
Maryland, Delaware and Virginia Railroad (majority, Penna. Co.)
Montpelier and Wells River and Barre and Chelsea railroads (controlled by Boston and Maine).
Mount Washington Railway Company and electric branches from Portsmouth, N. H., and Concord, N. H. (controlled by Boston & Maine).
Napierville Junction Railway and Quebec, Montreal and Southern Railway (controlled by D. & H.)
New Jersey and New York Railroad, including Wilkes-Barre and Eastern Railway (controlled by Erie).
New York, Susquehanna and Western Railroad (controlled by Erie).
New York, Westchester and Boston Railway (controlled by N. Y., N. H. & H.).
Ottawa and New York Railway (controlled by N. Y. C.).
Ohio River and Western Railway (Penna. west).
Pere Marquette Railway (independent property).
Prospect Park and Coney Island, Northport Traction Company, for all employes operating storage battery and electric controlled cars who are affected by these propositions (Long Island controlled).
St. Johnsbury and Lake Champlain Railway (controlled by Boston and Maine).
Sandy River and Rangeley Lakes Railroad (controlled by Maine Cent.).
Sandy Valley and Elkhorn Railway Company (controlled by B. & O.).
Sharpsville Railroad Company, The (controlled by B. & O.).
Schoharie Valley Railway (controlled by D. & H.).
Staten Island Railway Company, Staten Island Rapid Transit Company, Baltimore and New York Railway Company (controlled by B. & O.).
Toledo, St. Louis and Western Railroad Company (independent property).
Toledo Terminal Railroad Company (controlled conjointly by Mich. Cent., N. Y. C., Penna. Co., Grand Trunk Western, T., St. L. & W., C., H. & D., Pere Marquette, Hocking Valley and T. & O. C.).
Washington Terminal Company (controlled by P. R. R. and B. & O.).
Waynesburg and Washington Company (controlled by Penna. west).
Wheeling Terminal Railway, The (controlled by Penna. west).

WESTERN DISTRICT.

Arizona Eastern Railroad (controlled by Sou. Pac.).
Arkansas Western Railway (controlled by Kans. City So.).
Chicago, Memphis and Gulf Railroad (controlled by Ill. Cent.).
Chicago, Milwaukee and Gary Railway (independent property).
Chicago, Peoria and St. Louis Railway, (independent property).
Davenport, Rock Island and Northwestern Railway (controlled by C., B. & Q. and C., M. & St. P.).
Denver and Interurban Railroad (controlled by Colorado & Southern).
Elgin, Joliet and Eastern Railway (independent property).
Evansville and Indianapolis Railroad (recently reorganized).
Galveston, Houston and Henderson Railroad Company, (independent property).
Houston Belt and Terminal Railway Company (controlled by T. & N. O., G. C. & S. F., B. S. L. & W. and St. L., B. & M.).
Kansas City, Clinton and Springfield Railway Co. (independent property).
Louisiana Southern Railway (operated under St. L. & S. F.).
Morenci Southern Railway (controlled by E. P. & S. W.).
Missouri and North Arkansas Railway (controlled by A., T. & S. F., K. C. S. and M., K. & T.).
Peoria and Pekin Union Railway (controlled by Ill. Cent., C., P. & St. L., T., P. & W., C. & N. W., C., C., C. & St. L. and L. E. & W.).
Poteau Valley Railroad (controlled by Kas. City Sou.).
Quincy, Omaha and Kansas City Railroad (controlled by C., B. & Q.).
Rutland, Toluca and Northern Railroad (controlled by C. & A.).
Rio Grande Southern R. R., The (controlled by D. & R. G.).
St. Louis National Stock Yards Company (industrial property).
St. Paul Union Depot Company, The (controlled by N. P. C., M. & St. L., Great Northern, C., St. P., M. & O., C. G. W., C., B. & Q., M., St. P. & S. S. M., M. & St. L. and C., R. I. & P.).
Southern Pacific Railroad of Mexico (controlled by Sou. Pac. Co.).
Toledo, Peoria and Western Railway (controlled by Penna. Co. and C., B. & Q.).
Weatherford, Mineral Wells and N. W. Railway (controlled by T. & P.).
Wabash Railroad (east of Detroit).

SO

'GIRL FROM BRAZIL' WITHIN OUR GATES

New Musical Comedy at the 44th Street Above the Average of Its Kind.

HUMOR BY GEORGE HASSELL

This Capital Clown the Best Ingredient in a Well-Staged Conventional Entertainment.

THE GIRL FROM BRAZIL.—A musical comedy in three acts, by Edgar Smith, from the original German of Julius Brammer and Alfred Grunwald. Music by Robert Winterberg and Sigmund Rovk berg. Lyrics by Matthew Woodward. At the Forty-fourth Street.

Colonel Zamzeilus.....Clarence Harvey
Nancy.....Betty Brown
Swanhilda.....Maude Odell
Lieutenant Olaf Nansen.....Stewart Jackson
Lona Cederstrom.....Dorothy Maynard
Billings.....Eric Van Dyck
Footman.....Jack Kelly
Footman.....Earl Farlow
Carl Cederstol.....Hal Ford
Hilma.....Beth Lydy
Axel.....Louis Simon
Herr Torkel.....George Hassell
Baron Reedigan.....John H. Goldsworthy
Gerda.....Nora White
Edith Lloyd.....Francis Demarest
Carfuso.....Lester Scharff
Lissia.....Dorothy Wahl
Caribocca.....Winthrop Chamberlain

Our musical comedies, whether they be native products or naturalized immigrants from Berlin or Vienna, rarely contain any element whatever of novelty, and this is true of "The Girl from Brazil," which was formally presented at the Forty-fourth Street Theater last evening, and which, by sedulously forgetting "Yvette," you may as well call the first musical comedy of the season. After a few months' time it will be quite indistinguishable from dozens of other musical comedies that have passed this way in the last few seasons. It is a fair specimen of the type. Indeed, it is rather better than the average, thanks to some sprightly music, a generally gingery performance, at least one good voice, and at least one fine clown.

That clown is George Hassell. And—aside from a twinge of regret that the splendid Stephano of last Spring's "Tempest" should be loitering on the path that leads to greatness by indulging in such knockabout antics as he must in "The Girl From Brazil"—you will rejoice in his presence in the cast and enjoy his work immensely.

Hassell is both a master of farce and a comic fellow with a natural aptitude for the grotesque. It is this latter endowment he draws on for his present undertaking. He can make you chuckle by splitting his trousers. He can make you laugh by hunching his shoulders. He can make you roar by gsayin "bronchito" instead of "broncho," or by calling the senorita a beautiful "scenario." You see he does not need any aid from the librettist of "The Girl from Brazil." It is just as well. The genuine comedians in our musical comedies can be independently funny. They have to be.

The one good voice aforesaid is Beth Lydy's. Lately heard in "Step This Way," it is sweet and true. She makes much of what she has. Then there is the handsome Frances Demarest, suggesting slightly the Lillian Russell of Augusts gone by, and there is a breezy youth with nimble feet and an unexpectedly large voice, named Stewart Jackson. Maude Odell quite distinguishes herself by accepting all the drinks offered by two musical comedy villains wh owish to befuddle her. She imbibes several gallons ni full view of an awestruck audience and then, instead of dying then and there, saunters off to a neighboring bar. Very likely there ought to be some mention, too, of Hal Forde, who does act a little the day the "What the Men Will Wear" column in the program reads.

As usual with these entertainments, the music is better than the book. Much of it sounds familiar; probably some of it was in the German original. There is an attractive recurrent waltz and several numbers—notably "The Right Brazilian Girl," "Oh, You Lovely Ladies," (a highly original title,) and "Bachelor Boy and Girl"—which seem destined to a career in our midst this Fall.

The name of the play is quite intriguing. Probably you had thought that the girl titles had been exhausted, but now, you see, you were wrong. Musical comedies may start in the provinces as "Mischievous Molly" or "The Quaint Quakeress," but they arrive on Broadway as "The Girl from Dublin" or "The Girl from Philadelphia." And now a whole continent has been opened up to us. Why, there's sure to be "The Girl from the Argentine Republic" and "The Girl from British Guiana." Some day we may even have "The Girl from Patagonia."

Son in Richard Mansfield's Role.

Mrs. Richard Mansfield will present "Old Heidelberg" on Saturday afternoon and evening at the Lyceum Theatre in New London, Conn. There will be just these two performances in this revival of the charming comedy of German student life which Mr. Mansfield played so often toward the end of his career. As foretold in this newspaper during the Summer, Richard Mansfield 2d will have his father's rôle, but friends of the Mansfields are careful to point out that this is a mere interlude in his studies—much as a student at Harvard might play with the Hasty Pudding Club—and should not be thought of as the beginning of the boy's work on the stage.

ATTACKS BIDE-A-WEE HOME.

Cruelty to Animals Charged Against Manager in Court.

Special to The New York Times.

HEMPSTEAD, L. I., Aug. 30.—I. B. Parker, manger of the Bide-a-Wee Home Association, which has a station at Wantagh, was before Justice of the Peace Walter R. Jones today on charges preferred by Thomas R. Freel, an agent of the Society for the Prevention of Cruelty to Animals. Freel told the court he had found mangy dogs in the same pens with healthy ones and that all of the animals were insufficiently fed at Wantagh.

Parker pleaded not guilty and was paroled in the custody of Elvin Edwards of Freeport, his counsel, until Sept. 14 for examination. According to the atterney, the arrest was the result of a long-standing feud between the two societies. The S. P. C. A. had fallen to second place in a campaign for new members, he said, and had taken this means to even up its score against the rival organization.

Tourists for Cuba.

Some of those booked to sail today for Havana on the Ward Line steamship Morro Castle are:

George A. Benel, F. M. Davies, Ralph Veve, Edward Byrne, Iram Levy, Miss Emma Marender, Louis de Bottari, Miss Lucille Summers, Jose Asterson, Mr. and Mrs. Andres del Rosario.

PLATTSBURG ROOKIES START ON HIKE TODAY

Ordered to Entrain for Chazy and Protect State from "Invasion" by "White Forces."

Special to The New York Times.

PLATTSBURG, N. Y., Aug. 30.—The Plattsburg training brigade was ordered tonight to proceed north and protect the northeastern section of the State from invasion by forces from the "white" (Vermont) States. War is imminent between the "blue" (New York) States, of which the brigade is a part, and according to information received tonight by Lieut. Col. Ketcham, the brigade commander, hostile raiding parties are reported entering New York in the vicinity of Rouses Point.

The brigade will entrain at 12:40 tomorrow afternoon for Chazy, sixteen miles away and will march thre emiles, where a camp will be made for the night. Then they will proceed to drive back the hostile forces, marching each day along a seventy-mile route. They will camp Friday at Champlain, a mile from the Canadian border, Saturday at Mooers, Sunday at Altona, Monday at Sciota, and Tuesday at Beekmantown, returning to Plattsburg Wednesday.

The cavalry, machine-gun troop, motor-cycle detachment, field artillery, together with the wagon trains for the brigade will leave here at 6 o'clock tomorrow to go by road. The infantry companies will entrain on flat cars which have been pulled along a siding near the camp. The men will stand up during the trip.

This is the message which Colonel Ketcham received at 5 o'clock this afternoon from the commanding officer of the "Blue" Division at Albany.

"Information just received indicates hostile forces crossing the frontier at Rouse's Point. Move your brigade by rail to the vicinity of Plattsburg and protect the northeast area from invasion. The division Quartermaster has been directed to provide the necessary railway equipment and confer with you as to hour of departure."

These are the further developments from day to day, as indicated on the order outlining the war problem which the Plattsburg rookies are to try to solve:

THURSDAY—Entrain at Chazy in presence of the enemy, composed of a cavalry raiding force; problem involved: Protection of troops while detraining, making camp, and providing for security of same by a system of outposts.

FRIDAY—Advance from Chazy in two columns toward the hostile forces.

SATURDAY—Advance from Champlain to Mooers. Attack and defense of position.

SUNDAY—Withdrawal of force from Mooers and Altona, and attack of a river line in the vicinity of Altona.

MONDAY—Withdrawal to Sciota, with a rear guard action.

TUESDAY—Continuation of withdrawal to Beekmantown, defending position.

WEDNESDAY—Return to Plattsburg.

The manoeuvres will require six days of continuous marching, without the rest that usualy comes on Sunday. The men will carry full packs, consisting of shelter tents, blankets, mess equipment, &c. Sweaters and extra clothing will be carried in the baggage trains.

Captain W. S. Bowen, the brigade Quartermaster, will be assistant by First Lieutenants Charles Elliott Warren, who is President of the Lincoln National Bank; Harry Sandford, Vice President of the Adams Express Company, who is in charge of water supply, and F. W. Smith, a Post Office Inspector, who will have charge of the potal deliveries.

The brigade, including artillery, cavalry, machine gun, and all other forces, was reviewed by General Wood and Colonel Ketcham this afternoon on the parade grounds at the Plattsburg barracks. Each infantry company went by in company front and they were followed by the cavalry and the machine gun troop, and several motor cycle machine guns, which were also reviewed.

Company M of the Ninth Regiment, of which Captain Joseph A. Atkins, Twenty-ninth Infantry, is commander, broke all records on the rifle range by qualifying 84.4 per cent. of the men who shot. Regular army averages equally high are rare. Out of 115 men who shot, 97 qualified as marksmen, or better, with scores of more than 160 out of a possible 250. Thirteen were experts, thirty were sharpshooters, and fifty-four were marksmen. Company M also has the distinction of getting high man in the two regiments, H. B. Gardner, former Harvard quarterback, who shot 233.

The company's showing on the range is all the more remarkable because there was no instruction practice, as was the case in former camps before last month. Captain Atkins's men in the July camp—D Company of the Sixth Regiment—also stood highest in shooting.

About seventy-five men were discharged at their request today, on account of the threatened railroad strike. Many of them were business men, who feared that they would be unable to return home if the strike went into effect.

THEATRICAL NOTES.

The curtain for the premiere of Charles Dillingham's second Hippodrome production will rise at 8 o'clock tonight.

The opening performance of Richard Walton Tully's new play, "The Flame," announced for tonoght, has been postponed until some night early next week.

The first performance of the new O'Higgins-Ford comedy, "Mr. Lazarus," has also been postponed. It was to have taken place next Monday night at the Shubert, but instead it will be given Tuesday night.

Selwyn & Co. will produce "John W. Blake," a new play by Rol Cooper Megrue and Irvin Cobb, tomorrow night in Stamford, Conn. In the cast will be seen George Nash, Janet Beecher, Byron Beasley, Dorothy Parker, Lawrence Eddinger, and Frank Morgan. Thomas Mott Osborne, Dean Kirchway, and others prominent in prison reform will attend the performance. A special train will bring the New York delegation back after the performance.

Doyle and Dixon have canceled their engagement next week at the New Brighton, as they have been engaged for the new Dillingham-Ziegfeld Century show.

Rehearsals of Zeliah Covington's comedy, "The Simp," will begin next week, and the production will be made early in October. The cast now includes the author, Howard Truesdale, William W. Bittner, Richard F. Freeman, William Cary, Adelbert Knott, Charles Mussett, Robert Blaylock, Rose Wilber, Mallese Campion, Lillian Van Ardsdale, and David Stampe.

Kirah Markham has been engaged for principal roles in the reprtoire of plays that will be given in the Little Theatre, Los Angeles, Schnitzler's "The Affairs of Anatol" and "Copy," by Oren Taft, Jr., will be among the first offerings.

The statistics of the Strand show that Lou Tellegen, the star of this week's film, is fourth in popularity of all the stars whose pictures are exhibited there.

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CALL IN HITCHCOCK TO AID MR. HUGHES

Advisory Committee, in All-Day Discussion with Willcox Over Campaign Errors.

WESTERN TRIP A FAILURE

Six Recommendations Laid Down for Chairman's Guidance—New Methods to be Tried.

Dissatisfied with the manner in which the Republican campaign has been conducted to date and alarmed over the reports that the Western trip of Charles E. Hughes has been more or less a disappointment, nine members of the newly appointed Advisory Committee of the National Campaign Committee held a long conference at headquarters, 511 Fifth Avenue, yesterday, and decided upon a radical change of program. From now until Election Day the Republican managers will make every effort to retrieve lost ground and put more animation into the campaign.

Yesterday's conference was the first to be held since the campaign began, and there was a lot of "straight talk." National Chairman William R. Willcox was told bluntly that Mr. Hughes's "swing around the circle" was a mistake, and that a new method of campaign publicity would have to be adopted from now on if the voters were to be convinced that a change of administration at Washington was desirable. The Chairman was informed that there had been too much "pussy-footing," especially on the part of the Presidential candidate, and that if a different method were not speedily employed the committee might have to ses Colonel Theodore Roosevelt supplying al the "ginger" the campaign is to have.

Members of the Advisory Committee did everything in their power to keep their deliberations secret. When the conference broke up and each member strolled out, the reporters were refused informatibn as to what had taken place. The members had given a pledge to keep secret what had taken place, and only a perfunctory statement was issued by Victor Rosewater of Nebraska, Secretary of the conference.

Hughes Trip a Failure.

Mr. Rosewater said that after a general discussion of the situation, suggestions for future action had been made and put in writing so that the National Chairman should know just what particular lines to follow hereafter.

Despite the secrecy thrown about the deliberations, it is known that the committee made six recommendations for the guidance of the Chairman and the Campaign Committee. All of these bore upon the main fact that the Hughes trip had admittedly been a failure, and that some positive action would have to be taken to make up for lost time.

It was the consensus of the conferees that the trip had been a failure, because it had been made too early in the campaign, and that the visit to California with the consequent lining up of the Republican and Progressive forces was particularly unfortunate. It was suggested that if Mr. Hughes was to make any more trips his speeches should be prepared some time in advance, and more care should be given to just what he was to speak about. Several of the members thought it a mistake for Mr. Hughes to ignore entirely the hpphenate vote, but others took the view that this subject could better be left entirely to Colonel Roosevelt.

In answer to the charge of mismanagement of the Hughes's trip, Chairman Willcox explained that any failure was due more than anything else to the fact that never before had a Republican candidate begun a Presidential campaign so early; that the mid-Summer heat had its effect as well as the fact that attention in the various States was more centred upon primary fights than upon National issues. The point was made that the campaign had reached its lowest about two weeks ago; that the slump could not go any further, and that things were now looking up.

The presence in the conference of Frank H. Hitchcock, who managed the Taft campaign of 1908, was responsible in a great measure for the decision to change tactics and put more "ginger" in the campaign.

Mr. Hitchcock hurried out of the conference to go to Indianapolis to take part in the notification ceremonies of Charles W. Fairbanks. From there he will go to Chicago and take a vigorous hold on the Western campaign until Sept. 18, when another conference of the Advisory Committee will be held in that city.

Willcox Will Be Guided.

One thing decided upon was that the Advisory Committee should take hold of the entire campaign and do all the planning hereafter. Chairman Willcox is expected to follow its recommendations to the letter. When Mr. Hitchcock was asked what the conference decided upon, he laughed and said:

"Well, we had a real pleasant conference."

"What did you talk about?"

"Politics," he replied with another laugh, and added that at the morning session the general situation was discussed in detail and in the afternoon the recommendations were formulated.

"Just what were those recommendations?" he was asked.

"I cannot tell you," was the reply.

"Will you take an active part in the campaign?"

"Wait and see," he said.

"What do you think of the general situation?"

"Being a newcomer," said Mr. Hitchcock, with a grin, "don't you think it would be ill-advised for me to make predictions?"

"Won't you even predict the election of Mr. Hughes?" some one asked.

Mr. Hitchcock acted as if he didn't want to commit himself to this extent, but after a moment's hesitation he replied:

"The reason we nominated Mr. Hughes was because we were sure of electing him. I have seen no reason to change that opinion."

Among those who took part in the conference besides Mr. Hitchcock and Chairman Willcox were R. Livingston Beeckman of Rhode Island, Theodore E. Burton of Ohio, Charles G. Dawes and Raymond Robbins of Illinois, Victor Rosewater of Nebraska, John Wanamaker of Pennsylvania, A. O. Eberhardt of Minnesota and James Wilson of Iowa. At noon the members of the committee were entertained at the Century Club by Herbert Parsons, Everett Colby, George W. Perkins, F. W. Estabrook and Alva H. Martin.

All Pledged to Secrecy.

The first to emerge from the afternoon conference was ex-Secretary Wilson. He admitted the members had decided not to discuss what had taken place.

"I have always been free with newspaper men when I could," said Mr. Wilson, "but today I cannot say a word about the meeting."

"Were any changes in the Republican National Committee discussed?" he was asked.

"Really, you will have to excuse me," was his response as he headed for the elevator.

Raymond Robbins, who acted as Chairman of the Progressive National Convention at Chicago, was next approached.

"I am as happy as a May morning, but I have nothing whatever to say," was his only comment. Chairman Willcox, in a hurry to depart for Indianapolis, said the conference was a very fine one.

"We talked over many phases of the campaign," he volunteered. "We found no suggestion that the campaign was limping. We heard no suggestions that the Hughes' campaign in the West was not successful. We have not heard of any change to be made in the make-up of the campaign committee."

Mr. Willcox then admitted that to all suggestions that the campaign was not going just right he had pointed out that any such drawback was due to its early start, and that the primaries had interfered.

Victor Rosewater made this statement:

"The Advisory Committee held its first meeting today with a very gratifying attendance. All of the members were present except two—Senator Fulton of Oregon and William Ward of New York. The committee went into detailed discussion of the general situation, and especially in our respective sections of the country. It made suggestions, and after discussing them put them in writing, on which the Chiarman could act had he not already covered the ground. The committee will meet again in Chicago about Sept. 18."

Hughes's Speeches Lacked a Punch.

A member of the committee who asked that his name be not used said later:

"It was generally admitted at the conference that everything has not been going just right with the Hughes trip. There has been much criticism of Mr. Hughes's speeches, and we discussed plans to overcome that. We realize now that that this trip was planned too early, but Mr. Hughes himself is primarily responsible for that. He wanted to go through the country and size things up for himself. Luckily we have plenty of time to overcome any mistakes that might have been made. From now on things are going to be different.

"Some of the members thought that Mr. Hughes lacked a punch in his speeches, and that he should have given more attention to the so-called hyphen vote. So far as the East is concerned, that may be true, but we are going to set T. R. supply what is lacking in this regard, and he can be dependeu upon to do it.

"Out West it is different. In my part of the country the people do not want that. There is a large German population in some of the Western States, and we decided it was better to go lightly on German attacks. We are not altogether downcast over the outlook, for there is plenty of time to recover from our mistakes."

One of the matters discussed was the threatened railroad strike. The committee to a man considered that it would have an important bearing on the campaign, and that it would not hurt Republican prospects.

"We decided to leave that matter entirely in the hands of President Wilson to deve.op further," was the way Mr. Rosewater expressed it. It was also recommended that the Senatorial campaigns in the various States be taken out of the hands of the Senate Committee and be placed in charge of the National Campaign Committee.

Robbins Says Moose Are in Line.

Mr. Everhardt before leaving headquarters said he felt sure that all of the Middle Northwest region would be safely in the Republican column. Mr. Robbins told of a strong Progressive swing to the Republican candidate.

"Up to the present time," he said, "the responsible leadership of the Progressive Party, the men who had real strength with the people and who polled the votes in the day of our power, without exception, are for Hughes. Take Illinois, for example. We polled over 380,000 votes for Roosevelt in 1912, and next to Pennsylvania, Illinois was the banner Progressive State. Today there is not a Progressive of prominence in the State who is not supporting Hughes. In California Governor Johnson, who won in the last election by 180,000, is for Hughes. Francis J. Heney who was defeated at the same election as the Progressive candidate for United States Senator by 26,000, is for Wilson. Governor Johnson's victory in yesterday's primary in his State, which I understand is now assured, takes California out of the doubtful column and assures it for Hughes.

"In New York, Straus, who polled over 390,000 votes as the Progressive candidate for Governor in 1912, is for Hughes. Bainbridge Colby, who polled only 60,000 votes as a candidate for Senator in 1914, is for Wilson. And so it goes in practically every State. The Progressive vote-getters are all for Hughes. Of course Hughes is going to win."

H. A. Hopkins of Michigan told Chairman Willcox that the result of the primaries in his Statae on Tuesday insures absolute harmony in the Republican ranks.

TO GARNER G. O. P. FUNDS.

J. H. Choate and Robert Bacon Among Treasurer Bliss's Aids.

Cornelius N. Bliss, Jr., Treasurer of the Republican National Committee, announced yesterday the members of the sustaining membership bureau. They wil be known as the Central Committee and are Harvey D. Gibson, Vice President of the Liberty National Bank, who has received a leave of absence from the bank and will devote his entire time to the committee; Robert Bacon, Joseph H. Choate, Thomas Cochran, President of the Liberty National Bank; Charles D. Hilles, James L. Phillips, assistant to Treasurer Bliss; William Cooper Proctor of Cincinnati, and Theodore N. Vail.

Mr. Bliss said he would have nothing to say regarding contributions until he made his report, as the law requires, a few days before election. The Central Committee will have charge of contributions in response to letters that have been sent out and advertisements in newspapers appealing for sums of from $10 up and for which the contributors will receive certificates.

STEAMSHIP MEN WANT REGISTRY ACT DELAYED

Unable to Get Enough Americans to Man Vessels as Required by the Law.

Atlantic and Pacific steamship lines operating from American ports, representing invested capital totaling nearly $500,000,000, have sent a petition to President Wilson requesting that the operation of the amendment to the Panama Canal bill, requiring survey, inspection and measurement of all foreign-built ships admitted to registry under the act, be postponed until a year after the close of the European war.

The amendment came into force on Sept. 4, 1914, and was postponed for two years by President Wilson with the idea that the war would be over by that time.

The regulation provides that the watch officers of the vessels shall be American citizens and that the seamen shall have certificates from the officials of the United States Steamboat Inspection Service.

Since August, 1914, when the regulation was adopted by Congress, more than 200 foreign-built steamships have been admitted to American registry. This includes the whole of the United Fruit Line of steamships to the West Indies and Panama.

The representatives of the companies allege in the petition that it would be difficult to make chnages in the boiler rooms and other parts of the steamships to comply with the laws of the United States Inspection service, and that it is difficult to obtain a sufficient number of American officers at this time to man the ships. The steamboat Inspectors said yesterday that where the boilers did not conform to pressure requirements they would not condemn the boilers, but would order a reduction of the pressure. If President Wilson does not delay the enforcement of the law it will go into operation on Sept. 4.

Section 2 of the act which gives the President th epower to suspend it says:

The President of the United States is hereby authorized, whenever in his discretion the needs of foreign commerce may require, to suspend by order, so far and for such length of time as he may deem desirable, the provisions of law prescribing that all watch officers of vessels of the United States registered for foreign trade shall be citizens of the United States.

Under like conditions, in like manner and to like extent, the President of the United States is also hereby authorized to suspend the provisions of the law requiring survey, inspection, and measurement by officers of the United States of foreign-built vessels admitted to American registry under this act.

Mrs McAdoo Shows no Change.

SPRING LAKE, N. J., Aug. 30.—The condition of Mrs. William G. McAdoo, who is ill at her home here with typhoid fever, continues to be satisfactory to both her physician, Dr. William Gray Schauffler, and members of the McAdoo family. There was no change in temperature today and no sign of any complications.

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B. C. Franck, Secretary.

Publication Office.....Times Square
Times Annex...43d St., west of Broadway
Downtown.....7 Beekman Street
Wall Street.....2 Rector Street
Harlem.....263 West 125th Street
Bronx.....2,960 Third Avenue
Brooklyn.....Room 605, 367 Fulton Street
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NEW YORK, THURSDAY, AUG. 31, 1916.

PERTINENT QUESTIONS.

The chiefs of the brotherhoods told the President that they would not arbitrate. The public does not know how earnestly Mr. WILSON urged arbitration upon them, if he urged it at all. He appears to have assented out of hand to their demand for what they and he persist in calling the eight-hour day, though it is now of universal knowledge that higher pay, not shorter hours, was the end sought. Now an entirely new situation has arisen. A little late, but unmistakably, the public has made known its view of the matter. Would the chiefs now consent to put before the membership of the brotherhoods a referendum vote upon the question of arbitration? Dare they ask such a vote?

A great deal of new light has come into the minds of an immense number of the 400,000 members of the brotherhoods since they voted authority for the strike. They know now how the public feels about the threat to stop the running of trains. They know the views of their friends and neighbors, of the men of small and great business. Particularly since the secret strike order was issued while the brotherhood representatives were still engaged in the negotiations at Washington have they got new light. They know that public opinion is against them. Multitudes of the members themselves are opposed to a strike—they confess it in conversation on trains and in talks with friends and neighbors. They know what a strike would mean for them personally, they can easily imagine what it would mean for the brotherhoods. Strikes that the public opposes and denounces from the beginning never succeed. The men of the brotherhoods cannot have forgotten POWDERLY, IRONS, and DEBS. They must have grave misgivings about leadership of that sort.

Are the brotherhoods a democracy or an autocracy? The chiefs say they cannot recall the strike order, it is beyond their power. The public does not believe them. It ridicules their statement. In view of what has happened and what has been disclosed in the last ten days we have not the slightest doubt that the membership of the brotherhoods would be very glad to recall the strike order if the question were submitted to them. If they are free to express their individual feeling, we have just as little doubt that they would return a favorable vote upon a referendum proposing arbitration of all the questions at issue.

The measures the President asks Congress to enact would probably prevent a strike, but their permanent value is extremely doubtful. Emergency measures are apt to develop flaws. The questions are grave, of far-reaching importance, they are of vital interest to the great majority of business concerns in the country. Unless settled right they are not settled at all. If the new eight-hour law should prove entirely unworkable, or if it should be overturned, the brotherhoods would be no better off. They must know that all the business interests of the country would look with apprehension upon such an enactment. While affording temporary relief in one case, it would lead to vastly greater troubles. At any rate, the brotherhoods must be well assured that the business of the country, the people of the country, would give them no sympathy, would be wholly opposed to them, should they go on strike.

The venture is too risky for them to undertake. A strike to which the public was hostile would follow the well-known course. Sooner or later disorder and violence would come, the public would lose all patience. There would be Government interference to re-establish railroad service, to protect the roads in the effort to run trains. Neither the Federal Government nor any State or local Government could give aid to the strikers. The public would not permit that for a moment. Defeat would be inevitable from the beginning. Is it worth while to enter upon a struggle for which such an ending is certain? They can end it before it begins. They must have means of restraining their leaders from embarking them upon such a perilous venture.

PREPAREDNESS ASSURED.

It is a subject of national patriotic congratulation, irrespective of partisanship, that the army and navy appropriation bills have become law. The imperious need of strong and sufficient national defense on land and sea was no proper material for the cavils and squabbles of politicians manoeuvring for the campaign. Both parties were slow to realize and accept the facts. Both have been roused, largely by the war abroad, to the necessity of preparedness. In the work of stirring and educating public opinion MR. ROOSEVELT has had a great and honorable part, which only narrow party adherents will deny, and which the temperamental bitterness of some of his digressions from preparedness into politics does not sensibly impair.

If among the multitudinous calls upon his time and thought MR. WILSON was not the readiest to see this great national duty, he has been the prime mover and promoter of the legislative program for defense which was enacted; and especially in the comprehensive plan for a swift and momentous increase of the navy his policy has had an adequate sweep of prevision and his influence and guidance have been decisive. Appropriations by a Democratic Congress of more than $650,000,000 for national defense remove preparedness from the field of actual political issues.

The Army Reorganization bill, for obvious reasons, and largely from the attitude of the State militia, is not wholly satisfactory, but it does provide for the strengthening of the regular army. The Federalization of the militia will be judged by its results. But the bill was the best that could be passed in a country which is not ready for compulsory military service, which is still under the influence of the slow-yielding prejudice, born of conditions that have long passed away, against a "large standing army," and which has been schooled to regard itself as immune from invasion by "a foreign foe."

The appropriation for the navy of $315,000,000 and the generous work of construction provided for insure the United States a navy worthy of the national power and place in the world. Warships of all classes are to be built, and built rapidly. The Navy Department is already advertising for bids for fifty-eight ships—battleships, destroyers, submarines—and a hospital ship, fuel ship, and gunboat are to be constructed at the Philadelphia, Boston, and Charleston Navy Yards respectively. Within six months from the signing of the bill the grandiose three-year navy-building program will be begun. One hundred and twenty-one new ships, the monster super-dreadnoughts and the battle cruisers among them surpassing foreign vessels of the same type; according to the plan of continuous construction ninety more to follow. A first-class American Navy is in sight at last.

GREECE AND BULGARIA NEXT.

Rumania has made her choice after long delay, but it is evident that the eyes of the world will now be focused on Greece—and Bulgaria, strange as it seems to speak of Bulgaria as a doubtful quantity when she has been engaged in war for a year. Out of the steam of rumors and tales for the marines about Bulgaria there arises one fact—that she has already been approached for the purpose of detaching her from her alliance with Germany, Turkey, and Austria-Hungary, and that she has not met the approach with any such final and conclusive refusal as to prevent further attempts. It is perfectly plain that she is at least considering the idea. Why she has been allowed to advance so far into Greece is a mystery that may be solved before the war ends. The effect that advance has produced on Greece is already seen, and its effect on Bulgaria can be guessed. It may turn out before long that the Central Empires will find all the Balkan States against them, though at the beginning they had no foes there but Serbia and Montenegro.

DR. E. J. DILLON, that extraordinary man whose sources of information seem endless, and who is in more confidences and secrets than DE BLOWITZ ever was, reports the method by which Bulgaria is to save her reputation in case she makes the shift she is considering—a grasping of the Government by the Russophile party, which will depose FERDINAND, proclaim Prince BORIS King, and make overtures to the Allies. Of course, he intends us to understand that FERDINAND would be a consenting party. Such a performance, sensational as it would be in another country, is in accordance with Bulgarian tradition and political methods; the "abdication" of Prince ALEXANDER in 1886 is a case in point.

But more interesting than Dr. DILLON'S forecast of the method is the hint he gives of the conditions under which the thing will be done, if done at all. He says that the coup d'état will be made "as soon as the catastrophe is seen to be inevitable, but "not before." He speaks only of "the Bulgarian plan of action," without admitting any approaches to Bulgaria by the Allies; but it does not require much imagination to see that the Allies, at the same time that they have been completing their arrangements with Rumania, have held before Bulgaria the certainty of that "catastrophe," and that she has asked to see the proof that it is "inevitable." That proof cannot be long in coming. Bulgaria's position is desperate. She cannot get much support from her present allies; JOFFRE, HAIG, CADORNA, and BRUSILOFF are attending to that. She is left virtually alone to confront six nations, whose armies are on two sides of her; and on her rests not only her own defense, but a large share of the task of holding Serbia as well. It is an impossible job. Bulgaria had no quarrel with the Allies, one of whom, Russia, was her old friend and liberator; she went into the war for the same reason that Rumania did, "to realize her national aspirations." If the Allies have told her that she can realize none of them by sticking to her present unnatural alliance, but can realize at least some of them by returning to her old friendship with Russia, it must be hard for Bulgaria to see why she should die at her post for the aggrandizement of Serbia and Rumania.

As for Greece, the hour is striking for her, too. "The nippers are gripping," as LLOYD GEORGE said, "and before long we shall hear the crack." The war she sought to avoid is now being fought on her soil, but in such a way that she not only can get from it no honor, but is sure to draw from it disaster and disgrace, unless she takes wisdom from the example of Colonel CHRISTODOULOS, the man who fought.

AUTOMOBILE GROWTH.

There have been many attempts to smuggle rubber from this country to Germany. Not long ago British Inspectors found chunks of rubber in every one of 250 sacks of coffee which a Norwegian ship had carried across the ocean from New York. Every chunk was dotted over with coffee beans which the smugglers had attached to the rubber in order that examiners might be misled. Why must Germany have rubber? It is needed for the tires of automobile trucks used in war, and Germany's synthetic or artificial rubber is not a satisfactory substitute.

We need and use here great quantities of rubber. Our imports last year were $159,000,000 worth, and in the last three years they have amounted to $332,000,000. It goes into motor vehicles, many of which we have sold to the Allies, who paid us $97,000,000 for them last year.

This leads up to some consideration of the remarkable growth of our automobile industry, and the recent great increase of the number of cars in use in the United States. Many Americans do not realize how extraordinary and important this growth and this increase are. They are like some New Yorkers who do not know that the skyline of their city, as seen from the harbor, is one of the wonders of the world. Registration records show that almost 3,000,000 automobiles (2,932,453) are now in use here, and that the fees paid into State treasuries in the first half of the present year were $14,261,000. But the rate of growth shows that there may be 6,000,000 cars going about in this country three or four years hence, with a proportionate increase of fee receipts.

There are trustworthy and exact reports about this growth. The number of cars produced at the ninety-nine factories in the first half of this year was 754,902, having a retail price value of $481,000,000. Probably the number made in the entire year will not be less than 1,500,000. But only 892,000 were manufactured in 1915, and about 500,000 in the preceding year. Here are increases of more than 75 per cent. in the first of these years, and, probably, 68 per cent. in the second. While exports have been exceptionally large, in the last twelve months they were less than one-fifteenth of our output. Horses might look at the figures with dismay.

In them there is much suggestive material for essayist and economist. Perhaps what the automobile does for farm life comes first, with the use of trucks in trade second. In Iowa there may be seen a motor vehicle for every thirteen inhabitants; in Nebraska one for every sixteen. While the subject has not been ignored, much remains to be said about the results of inquiries as to the effect socially, industrially, and otherwise of automobile output growth.

THE GRAVEYARD OF FAVORITES.

A singularly fatal destiny seems to demolish those rising careers in German military bureaucracy when they are placed in direct spiritual and mental communion with the Hohenzollern—soul to soul, mind to mind, with no buffers between, no shock-absorbers behind. It was so with Count VON SCHLIEFFEN, who made Germany's cavalry the most spectacular in the world; it was so with Count VON MOLTKE, who planned the way for Germany to reach France through Belgium and Russia through Poland; it was so with General ERICH VON FALKENHAYN, who discovered the way through the Balkans to Turkey, who placed the Prussian Crown Prince at the head of the great Verdun offensive. Will it now be so with VON HINDENBURG, the favorite of the German people, whose gigantic wooden statue stands perforated with the nails of their adoration?

When the doors at No. 6 Königsplatz, Berlin, closed over VON FALKENHAYN, on Dec. 12, 1914, as he entered to take his place by the side of the supreme war lord of Imperial Germany, a Bavarian officer remarked to a foreign correspondent: "The new Chief of the General Staff! See, he goes into No. 6. It is the graveyard of favorites."

Will that be the fate of VON HINDENBURG? Possibly. Still, this great General possesses certain qualities which his predecessors lacked, qualities which may fortify him against that impending, dissolving fate, possibly overcome it in the titanic struggle that must inevitably arise. VON SCHLIEFFEN, VON MOLTKE, and VON FALKENHAYN were mere favorites of the German Kaiser. VON HINDENBURG is the favorite and hero of the German people. When the inevitable clash comes, when the Hindenburg and the Hohenzollern speak the truth, as each sees it, face to face, and when the latter in fury makes the ultimate use of that prerogative he imagines he has acquired from GOD, will the German people quietly see their national hero pass out to disgrace and oblivion, like the others? Will they not be apt to question the divine origin of that prerogative which thus destroys at a stroke their faith in human judgment and human achievement?

JOHNSON THE TABOOED.

If, as still incomplete returns indicate, HIRAM JOHNSON, Progressive, and Progressive candidate for Senator in Congress from California, has won by a considerable plurality the Republican nomination for that office in the primaries, how can the "face" be saved of WILLIAM H. CROCKER, Republican State Committeeman; FRANCIS V. KEELING, Chairman of the Republican State Committee, and their associates in steering Mr. HUGHES away from Mr. JOHNSON in his travels in the land of gold?

The bigwigs of the regular Republican organization were committed to the candidacy of WILLIS H. BOOTH of Los Angeles, who deplored the impudence of Mr. JOHNSON in forcing his unwelcome presence into the Republican primaries. The regulars, resenting Mr. JOHNSON'S long dominance of the State and too lightly assuming that his power had waned, were eager to punish and proscribe him. They took amusing pains to keep Mr. HUGHES from meeting the leader of the Progressives in a great Progressive State, the leader of the desired Progressive return to the "united" Republican Party, if the primary returns may be depended on, the leader of the Republican Party in it, though no Republican. The farce or comedy of hiding from JOHNSON was played again and again. Even when Mr. HUGHES and Mr. JOHNSON were in the same hotel the Republican taboo against the Progressive chieftain was put in force. One would have thought that the two men might at least have met as former Governors, but Little Miss Muffet didn't scuttle away from the Spider more timidly than the straight Republican California bosses made Mr. HUGHES avoid the dangerous HIRAM.

And he is dangerous. He is a vote-compeller. The Republican grandees whose devotion to the candidacy of Mr. BOOTH brought such insistent protest from Mr. CHESTER H. ROWELL, California member of the Republican National Campaign Committee, and fluttered all the Progressives, are now seen to be in a minority. They are beaten in their own party by the troublesome and irrepressible Progressives whom they scorned, and their power as politicians, their genius and diplomacy as managers and advisers of Mr. HUGHES will be judged by their vote value in the Republican primaries.

In California the face of Harmony looks blubbered and scratched. As for Mr. HUGHES, amiable as he is, he must wonder why his Western progress has been so clogged by officious dunderheads.

TOPICS OF THE TIMES.

Living in a Land of Illusion.

A commuter on one of the big roads entering the city from the northward was favored yesterday with some information from a friendly conductor and found it not only surprising but what an inventor of phrases might neatly call "significant of much." The conversation began with an inquiry by the commuter—"What are you railroad men going to do to us next Monday?" The conductor's reply, seemingly as sincere as emphatic, was, "Don't you worry! You'll get into the city all right—there won't be any strike."

This statement would have been more assuring—it might even have been almost convincing—if further questions had not elicited a confident prophecy that the companies would yield at the last moment. They would have to do so, the conductor said, because they wouldn't dare to take the enormous responsibility of interrupting the entire business of the country and injuring so many and such enormous interests.

It seemed injudicious for the commuter, at this point in the conversation, to point out that it would take an equal amount of courage and be rather more dangerous to the employés, personally, to assume the same responsibility by insistence on the immediate and unconditional granting of their demands and quitting work if they were refused. Instead, he contented himself with mildly hinting that there were two sides to the case and that perhaps something could be said for the companies' side of it.

No, he was told, there weren't two sides—that the railroads had been making huge profits. "Why," he learned, "last year the Pennsylvania earned 280 per cent. on its investment—we have the statistics to prove it! And lots of other roads did almost as well." Efforts to discover just what "investment" meant and how the 280 per cent. was figured proved a failure, but the content and attitude of the conductor's mind had been revealed. As he is presumably typical of his class, or of the great majority in it, there is little difficulty in seeing why they face the situation so calmly. They have been convinced that there will be no strike and that it will be prevented by the ability of the roads to yield, as well as by the necessity for them to do so.

There is something distinctly Teutonic about their position thus taken—an almost pathetic blindness to facts clearly visible to other people.

Viewing the Case Seriously.

If something of levity seemed to characterize the remarks made in this column yesterday on the revolt of not a few residents of Oyster Bay against the measures taken there to restrain the ravages of infantile paralysis, it was not from failure to see that the resolutions passed by the rebels and the actions threatened by them were in the very highest degree both outrageous and disgraceful.

The participants in that meeting displayed, as one of our neighbors notes, exactly the sort of intelligence and precisely the sort of folly that has sometimes been shown by the most ignorant of our foreign immigrants on the east side when they got it into their heads that the school doctors were cutting the throats of their children, and gathered in screaming crowds to prevent the imagined atrocities. Such demonstrations by that part of the tenement population are explicable and pardonable, however, as the natural results of involuntary ignorance. The outburst at Oyster Bay was in a wholly different class, and its vicious stupidity is not palliated even by the drunkenness which, according to the humiliated and disgusted members of the local Health Board and the other town officials, inspired the amazing denunciations of doctors, sanitarians, and the biologists.

The resolutions were not the product of illiterate minds. On the contrary, so far as the use of words went, they were rather notably well written, and lucid as well as vigorous. But what a commentary on the education of their authors was provided by the substance of the document! If our schools and colleges are turning out students who in after life are capable, not only of holding, but of expressing publicly, such sentiments, there is something dreadfully, even desperately, wrong about those institutions, and the complete overhauling and overturning of their methods and their curriculum advised by Dr. ABRAHAM FLEXNER cannot begin too soon.

Not only Oyster Bay was disgraced by the utterances at that meeting. All this part of the country, or rather the whole country, has reason to feel ashamed.

They Can't Always Be Solemn.

It wasn't exactly noble, perhaps, but it was extremely "human," for the soldiers of the British and French armies on the western front, on learning that Rumania had entered the war on their side, to place on the parapets of their trenches big signs that made exultant and jeering announcement of this news to the Germans in the opposing line. So, too, it was "human," though useless and therefore unwise, for the Germans to be irritated by these harmless and insentient placards into devoting a lot of machine gun and rifle bullets to the destruction of them.

As a matter of fact, though both proceedings were distinctly absurd, neither should excite any astonishment, even as the actions of men engaged in the most serious of imaginable businesses and all in constant danger of sudden death. Doubtless it was because they were so engaged and endangered, and because that had been their condition for endless, weary months, that these soldiers sought and found relief for their strained nerves by these manifestations of what one school of psychologists would call "infantilism."

Every war is marked by episodes of a similar nature, and they supply the mental rests without which, presumably, long campaigns, and especially long sieges, would be intolerable.

LABOR AND FOREIGN TRADE.

Benefits That Would Follow the Passage of the Webb Bill.

To the Editor of The New York Times:

Your editorial article, "Foreign Trade Combinations," in today's TIMES might be interpreted as suggesting that the Webb bill, authorizing co-operation of exporters, is of more interest to capital than to labor. On the contrary, its immediate effect would most benefit labor. The bill simply establishes the complete legality of co-operation among exporters, so long as they do not restrain domestic commerce. This will permit exporters to join forces, increasing the efficiency and decreasing the cost of foreign selling of the products of American labor and industry.

The war has proved that foreign trade is a vital element in domestic prosperity. Those industries which normally sell abroad from 10 per cent. to 30 per cent. of their output show the most stable conditions of employment. The Webb bill proposes to bring to a much greater number of industries, particularly those of moderate size, the unquestioned right through co-operation to obtain that foreign selling power which our competitors enjoy through cartels and trade associations. Its logical result will be that a large number of companies which now have little or no foreign trade, will be better able to gain a foothold in foreign markets, which will serve as a balance wheel against recurring periods of domestic depression. Only infrequently does slack demand in foreign markets coincide with domestic depression.

Every artisan now knows that present abnormal foreign trade is the chief support of this country's abounding prosperity. The Webb bill is merely one of several national policies urgently required to permit American producers to gain a foreign market for merchandise required by the arts of peace, when the demand for munitions ceases. In other words, to prevent, so far as possible, a slump in employment in all industries, and particularly in those now running overtime.

It is to be hoped that the railroad crisis will not prevent action by Congress on the Webb bill. A tie-up of our domestic transportation would be a disaster, but it is not statesmanship to permit one crisis to prevent a timely remedy for another.

ROBERT H. PATCHIN,
Secretary National Foreign Trade Council.
New York, Aug. 29, 1916.

THE WANDERER.

Shepherd, they say you search the wild
For any straying lamb.
Once such a lamb was I.
Escaping nimbly from your watchful care
I gamboled friskily forth over the free, free world.

Now I'm an ancient sheep,
Too tough for slaughter,
And, as for the weaver's use,
What wool I have not long been sheared of,
Or left in tags upon the wayside brambles,
Is greenish gray, dust-matted and tufted with cockleburs.
And there are bare spots on me!

I have stumbled back through the dark to the old pasture,
But I cannot see your careful brow lighting the waste
Or hear your voice calling, calling, calling.

Can you hear my husky bleat?
Have you room in your fold, O Shepherd,
For a poor old useless, battered, sorry sheep?

E. T. H.

THE GERMAN LETTER.

Some Replies to "the Opinion of One 'Hun.'"

To the Editor of The New York Times:

The letter of George Huneke in this morning's TIMES has prompted these few lines. I do not wish to attempt a refutation of any of Mr. Huneke's statements. In fact, I quite agree with him in part. It is, however, to the general frame of mind which Mr. Huneke displays in his letter that I would refer.

This self-satisfaction, of which a certain class of Germans are wont to give public demonstration, has done more to injure the cause of their Fatherland in these United States than the sinking of the Lusitania and the violation of Belgium. It makes us almost radiate with enthusiasm to accept Mr. Huneke's cordial invitation to go and "receive some of the same dose," so that "greater will then be the honor for the Fatherland" when we have been shown our place and put where we belong.

Does Mr. Huneke by such utterances feel that he has influenced public opinion? I presume that he does—but I hope that he will understand the direction of his influence. He drives away the last spark of respect which the overwhelming majority of us Americans may have had for the Germany of three years ago.

STANFORD HARMON.
Newark, Aug. 29, 1916.

From a Belgo-American.

To the Editor of The New York Times:

May a Belgo-American raise his feeble voice in answer to the letter from Herr Huneke printed in your issue of this date?

His arguments are not very original; they are what we call "rechauffe." However, they give once more a clear insight in the dark souls of his brother "Huns" and are consistent with their mentality. "This is our pleasure, we of the brute force, and stop us if you can" has been their message to the whole civilized world. Our answer to this was given by Cardinal Mercier to our people a few days ago. Let Mr. Huneke ponder this and remember what the Cardinal said—although in much nobler words—that "he laughs best who laughs last." And when the horde of "Huns" some day, perhaps in the near future, get a good, stiff dose of their own medicine, nobody outside of their own crowd will feel the least bit sorry for them. Newspaper talk won't do this, either—he is dead right in that part of his argument; the Allies' guns will see to that. Time will tell.

BELGO-AMERICAN.
East Hampton, Conn., Aug. 29, 1916.

"Things Won't Be Changed."

To the Editor of The New York Times:

You were not cruel enough to keep "One Hun's" letter out of print, and your readers give you credit. But if only these gentlemen of the super-race could open their eyes and see how greatly they wrong their beloved Fatherland by disclosing such extremely abrupt characters as are typical of their people and are gradually becoming known and recognized as samples of German spirit!

Whether or not sporadic letters as the above-mentioned "Hun's" appear does not matter, "Things won't be changed a bit." Germany has seen her greatest days. Dusk is falling, lights will flicker, linger awhile, and die away. Then the night will come and Germany will be no more.

ROBERT GEORGE GABER.
New York, Aug. 29, 1916.

A Sidelight.

To the Editor of The New York Times:

Many of your readers must have joined the undersigned in an expression of gratitude to you for publishing in this morning's issue the letter from a self-styled "Hun." It gave another sidelight on that interesting, though puzzling subject, the German mind, and because of the unconscious humor in the text injected a good bit of brightness into the beginning of a busy day.

CONSTANT READER.
Newark, N. J., Aug. 29, 1916.

"The Prussian Madness."

To the Editor of The New York Times:

Truly, madness goeth before destruction. For a statement calculated to discredit the whole Teutonic cause commend me to a German who has fallen a victim of the Prussian madness.

When the war is over this type will fall into the background and we shall see again the sane, intelligent, fair-minded German, that even now is in the majority.

T. S. R.
Waterbury, Conn., Aug. 29, 1916.

Anything to Win.

To the Editor of The New York Times:

The letter you published in this morning's TIMES by one George Huneke makes delightful reading. It is seldom that a German so openly bares his heart to us. It is interesting to receive this first-hand, authentic confirmation of the impression we had all been laboring under, that Germany is for anything to win, regardless of what people think.

GEORGE T. FIELDING.
New York, Aug. 29, 1916.

Sympathy for the People.

To the Editor of The New York Times:

I am glad you published Herr Huneke's letter. It is a splendid eyeopener for the few people who still sympathize with Germany or believe in her. My sympathy goes out to the poor deluded people of the Fatherland, so cruelly misled by their rulers. My heart aches for the disillusionment that will be theirs some day.

CONSTANCE A. JONES.
Suffern, N. Y., Aug. 29, 1916.

An Index.

To the Editor of The New York Times:

The letter from "A Hun" in this morning's TIMES is vastly amusing, as well as an admirable index to the state of mind with which the Germans view the inevitable retribution closing in upon them. "The mills of the gods," &c.

JOHN JAMESON.
New York, Aug. 29, 1916.

Railroad Rates and Wages.

To the Editor of The New York Times:

Speaking today of the President's assurances, THE TIMES says:

> Assured of such an increase of rates as would remove one of their two chief objections to the plan, we do not see why the railroad Presidents should not have accepted it. * * * Light should be thrown into this dark corner of the matter. * * *

The railroad Presidents doubtless know that the President of the United States has no power to raise rates, they know that the Interstate Commerce Commission may only raise such rates as are unreasonably low, that the wages of the trainmen are the highest in the world, that the Interstate Commerce Commission is on record that they are high enough, that if they were increased they would be too high, and that rates based on wages which were too high would be unreasonable and, therefore, unlawful.

LILBURN T. MYERS.
New York, Aug. 30, 1916.

Suffragists for Wilson.

To the Editor of The New York Times:

One of your correspondents assumes that the National American Woman Suffrage Association has indorsed Hughes. He is mistaken. The N. A. W. S. A. is not a political party, and has never attempted to control the political preferences of its members. The organization known as the Woman's Congressional Union and a more recent one called the "Woman's Party" are the ones whose leaders sound the tom-tom to the tune of "anything to beat Wilson." It matters nothing that he is a sincere friend of the suffrage and has voted for it. They insult him by misrepresentations and charges that are untrue because he will not set aside matters of immediate and vital importance to the country and hustle at their dictation to force a Federal suffrage amendment. President Wilson has noble conceptions and ideals. Men and women who are able to appreciate a great soul and a great statesman earnestly desire his re-election.

H. A. L.
New York, Aug. 28, 1916.

THE NO-CONSCRIPTION MOVEMENT IN ENGLAND.

Attitude of the Men Who Are Paying the Penalty for Their Convictions Under the British Law.

Liphook, Hants, England, Aug. 15, 1916.
To the Editor of The New York Times:

May I reply to some of Professor Murray's statements about Conscientious Objectors and Bertrand Russell, reported in your edition of July 14?

Mr. Murray says the No-Conscription Fellowship claims to have a membership of 10,000 men, but that the Government estimate places the figure at one-tenth that number. As a matter of fact, the No-Conscription Fellowship claims between 15,000 and 20,000 members, of whom 1,828 have already been arrested and handed over to the military authorities. The arrests continue at the rate of about 150 a week. I am sorry to say that it is not true that owing to the leniency of the Government "objectors, to be punished, have almost to insist upon it." The following letter from one of the extremists, who has been through the whole test, will show what they still have to face. The writer, Stuart Beavis, was arrested here, sent to France soon afterward, court-martialed for refusing to obey orders, sentenced to death, and the sentence commuted to ten years' penal servitude.

Many of the men so arrested have been kept in solitary confinement for eight weeks, some in irons, some with a food allowance of eight ounces of bread and two cups of water twice daily. I say nothing of severer forms of torture, which I believe are of rare occurrence, and are forbidden by the authorities. Their occurrence, however, is well attested.

Speaking in the House of Lords on July 4, the Marquis of Crewe said: "I have in my pocket cases which I could hardly venture to deal with in public."

Winchester Prison, July 6, 1916.

You will see by the address * * * where I am now, sentenced, as you know by now, no doubt, to undergo a term of ten years' penal servitude, so I am a full-blown convict for refusing to kill or help to kill another man. I am allowed to write one letter within the first seven days and receive one reply, and receive visits from three persons, the visit to last twenty minutes, also within the first seven days. I do not like the look of Mr. Asquith's latest proposal, which we heard of during the journey yesterday, as I cannot see that it alters the real position. I personally cannot see how a man can logically accept work of national importance on the condition of his being released. It appears to me not to differ fundamentally from accepting noncombatant work. As soon as one makes a condition of that sort it is tantamount to bargaining his right to dispose of his conscience, and it rather looks as though I shall have to stick on in prison for the completion of my term. And even here I can see troubled waters ahead, as I cannot undertake to do work here that is of a military nature, and then I shall make myself liable to all sorts of penalties and not allowed the privilege of writing letters or receiving visits should they insist on giving me such tasks. That will also make it highly improbable of any remission for good conduct taking place, so I am making up my mind to go through some dark times. However, I am going to try and keep smiling, remembering that others have gone through far worse for their fellows, and things may brighten up yet. "Prepare for the worst, but hope for the best" has been my motto all through, and I still have it nailed across my mental threshold.

Mr. Murray says that the No-Conscription Fellowship set out to conduct a propaganda among enlisted men and elsewhere against service in the army. The fact is that the No-Conscription Fellowship is a fellowship of men who have conscientious convictions against military service, and have united for mutual comfort and support. It has never tried to prevent any one from enlisting nor, of course, to prevent enlisted men from serving. The pamphlet, for the writing of which Mr. Russell has been fined, was a simple statement of the treatment meted out to one of the first conscientious objectors who was arrested and handed over to the military, court-martialed, and condemned to two years' imprisonment. As Mr. Russell paradoxically pleaded in his defense, the logical result of such a statement of what would happen to a man if he refused to obey military orders would not be to manufacture more disobedient men, but to frighten doubters into obedience. The pamphlet was, of course, written to make public the treatment of conscientious objectors and not to influence recruiting.

Mr. Russell has stated publicly that those who believe in the war ought to fight.

Mr. Murray says that Mr. Russell's appointment at Trinity College was a special one requiring renewal "once in so often," and he presumes that the authorities simply decided not to renew. The fact is that Mr. Russell's lectureship was renewable every five years, and had been renewed as late as last October. Mr. Russell has now been further victimized by having his passport to America refused, so that he cannot keep his contract to lecture at Harvard.

In contrast to Mr. Murray's attitude, it is interesting to note Lowes Dickinson's letter to The London Nation, one among many which truly liberal-minded men have written protesting against the action of Trinity.

Americans should receive with skepticism statements about the anti-war minority in England made in the ordinary press or by governmental apologists like Mr. Murray, as the censor no longer permits the official publications of this group, The Labor Leader and The Tribunal, to leave the country.

M. MINTURN SCOTT.

GETTING TRAINED AVIATORS.

How Will the War Department Use Its Large Appropriation?

New York, Aug. 30, 1916.
To the Editor of The New York Times:

Frank C. Page's letter on what has been accomplished and what may be expected from the $13,000,000 appropriation for aeronautics emphasizes as achievements matters which do not stand out as things to be commended, while it leaves out the most important points on which the public would like to have information.

We cannot enthuse over the status of army aeronautics given in Mr. Page's letter. To the contrary, it makes one fear the possibility that the officers of the aviation division of the army may look at things from the same perspective as Mr. Page looks at them, and may be satisfied, or even enthusiastic, over the mournful fact that five months after Villa raided Columbus, and notwithstanding the flood of public protests and urgings, the United States Army's entire air service consists of only twelve aeroplanes!

In these days of unsettled international affairs, of swift operations and ghastly surprises, a nation must be ready to protect itself. The air service is a most important arm of defense, and without it a nation is at the mercy of a much inferior enemy. If it had taken five months for France to get twelve aeroplanes after that eventful day when war was declared, not only Paris would have been taken, but Calais would have been taken as well, and then the Germans would have had Great Britain at their mercy, a target for their huge guns.

Those who have been close to events in the past six months know that the American public, having realized the value of aeronautics, has demanded in a very imperative manner that steps be taken immediately to develop our air service so that this country may be provided as soon as possible with 2,000 trained aviators. Congress has allowed sufficient appropriations for organizing and equipping fifteen complete aero squadrons, allowing three aeroplanes for each aviator. This appropriation, $13,281,666, was especially placed under the control of the War Department, so that the twelve aero squadrons for the twelve militia divisions, and the aerial reserve corps would be organized under the direction of the army. It is not pleasant to contemplate that if those in charge of the aviation division of the army consider it a great achievement to have twelve aeroplanes in commission at the Mexican border in five months, which did not require the training of aviators, continue only in the same "great strides," it will require seventy-five months to organize the fifteen aero squadrons which the country, however, expects to see organized before June 30, 1917!

What the public wants to know is how Colonel Squier, as the executive officer of the aviation division of the army, is planning to give the United States a thousand trained aviators in the shortest time possible.

No other branch of the service has received so much attention from the public and press as aeronautics within the last year. The movement to develop our aerial defenses, strengthened by the achievements of aircraft in the war, made the general public realize that it was a shameful thing to have allowed the country of Langley, the Wrights, Curtiss and other pioneers to retrograde to the point where its aeronautical equipment was actually less than the aeronautical equipment of the colonies of other countries. Realizing this, the public and press promptly demanded that steps be taken to organize an air service as substantial as our rank among nations and every consideration of the country's safety demanded.

Public opinion has crystalized itself into a demand that somebody be put in charge of this important branch of the service, who by personal experience and personal executive ability, can build a substantial air service in the shortest time possible.

In view of the fact that the public is so interested in this movement, and that Congress, obeying public demand, has allowed the appropriation necessary to carry out the plan to develop a substantial air service, and that there are marvelous resources in this country which a man in Colonel Squier's position can co-ordinate for the benefit of our aerial defenses, this responsibility is at the same time a wonderful opportunity, affording possibilities for distinction and public recognition such as few army officers have ever had.

HENRY WOODHOUSE.

Professor Fisher's Ten Reasons.

To the Editor of The New York Times:

The "Ten Reasons Why I Shall Vote for Wilson," contributed to THE TIMES of the 27th instant by Irving Fisher, Professor of Political Economy at Yale University, is the strongest political document of succinct form that has appeared in the present campaign, and worthy of the widest dissemination among independent voters. Especially are the ninth and tenth reasons of appealing force to those who find our country at this time enjoying the blessings of peace and the most substantial prosperity in its history. When we stop to consider what the situation might be at the present moment had President Wilson, in the solution of the grave international problems that arose to beset the nation on every side, given way on either hand to those who for political expediency would have sacrificed the country's honor and the cause of humanity, or to those who, filled with racial hatred, submerged their patriotism to disloyal utterances and actions, are we to doubt that this Government is still under the especial protection of Providence, and that President Wilson, no less than Washington and Lincoln, was elevated to meet the crisis that was confronting it? "Vacillation"? The vacillation that the wise pilot has exercised in steering the Ship of State through mine-strewn fields, the compass at all times pointed true, and now approaching the harbor's mouth with the national honor intact and no American life sacrificed that human foresight and endeavor could have saved. And while political candidates ("100 per cent." and otherwise) are running up and down the country bewailing the supineness of the Administration, it is such men as Professor Fisher who are reflecting the trend of independent and patriotic conviction that in November will overwhelm the forces, alike discredited and discreditable, that have banded together to undo the work of the patient man in the White House to whom we are to such an extent indebted for the peace and prosperity that we now enjoy.

L. R. B.
New York, Aug. 28, 1916.

Cruelty to Horses.

To the Editor of The New York Times:

The undersigned desire to call the attention of the general public to a very prevalent but non-spect

CALL IN HITCHCOCK TO AID MR. HUGHES

Advisory Committee, in All-Day Discussion with Willcox Over Campaign Errors.

WESTERN TRIP A FAILURE

Six Recommendations Laid Down for Chairman's Guidance—New Methods to be Tried.

Dissatisfied with the manner in which the Republican campaign has been conducted to date and alarmed over the reports that the Western trip of Charles E. Hughes has been more or less a disappointment, nine members of the newly appointed Advisory Committee of the National Campaign Committee held a long conference at headquarters, 511 Fifth Avenue, yesterday, and decided upon a radical change of program. From now until Election Day the Republican managers will make every effort to retrieve lost ground and put more animation into the campaign.

Yesterday's conference was the first to be held since the campaign began, and there was a lot of "straight talk." National Chairman William R. Willcox was told bluntly that Mr. Hughes's "swing around the circle" was a mistake, and that a new method of campaign publicity would have to be adopted from now on if the voters were to be convinced that a change of administration at Washington was desirable. The Chairman was informed that there had been too much "pussyfooting," especially on the part of the Presidential candidate, and that if a different method were not speedily employed the committee might have to see Colonel Theodore Roosevelt supplying all the "ginger" the campaign is to have.

Members of the Advisory Committee did everything in their power to keep their deliberations secret. When the conference broke up and each member strolled out, the reporters were refused information as to what had taken place. The members had given a pledge to keep secret what had taken place, and only a perfunctory statement was issued by Victor Rosewater of Nebraska, Secretary of the conference.

Hughes Trip a Failure.

Mr. Rosewater said that, after a general discussion of the situation, suggestions for future action had been made and put in writing so that the National Chairman should know just what particular lines to follow hereafter.

Despite the secrecy thrown about the deliberations, it is known that the committee made six recommendations for the guidance of the Chairman and the Campaign Committee. All of these bore upon the main fact that the Hughes trip had admittedly been a failure, and that some positive action would have to be taken to make up for lost time.

It was the consensus of the conferees that the trip had been a failure, because it had been made too early in the campaign, and that the visit to California with the consequent lining up of the Republican and Progressive forces was particularly unfortunate. It was suggested that if Mr. Hughes was to make any more trips his speeches should be prepared some time in advance, and more care should be given to just what he was to speak about. Several of the members thought it a mistake for Mr. Hughes to ignore entirely the hyphenate vote, but others took the view that this subject could better be left entirely to Colonel Roosevelt.

In answer to the charge of mismanagement of the Hughes trip, Chairman Willcox explained that any failure was due more than anything else to the fact that never before had a Republican candidate begun a Presidential campaign so early; that the mid-Summer heat had its effect as well as the fact that attention in the various States was more centred upon primary fights than upon national issues. The point was made that the campaign had reached its lowest ebb about two weeks ago; that the slump could not go any further, and that things were now looking up.

The presence in the conference of Frank H. Hitchcock, who managed the Taft campaign of 1908, was responsible in a great measure for the decision to change tactics and put more "ginger" in the campaign.

Mr. Hitchcock hurried out of the conference to go to Indianapolis to take part in the notification ceremonies of Charles W. Fairbanks. From there he will go to Chicago and take a vigorous hold on the Western campaign until Sept. 18, when another conference of the Advisory Committee will be held in that city.

Willcox Will Be Guided.

One thing decided upon was that the Advisory Committee should take hold of the entire campaign and do all the planning hereafter. Chairman Willcox is expected to follow its recommendations to the letter. When Mr. Hitchcock was asked what the conference decided upon, he laughed and said:

"Well, we had a real pleasant conference."

"What did you talk about?"

"Politics," he replied with another laugh, and added that at the morning session the general situation was discussed in detail and in the afternoon the recommendations were formulated.

"Just what were those recommendations?" he was asked.

"I cannot tell you," was the reply.

"Will you take an active part in the campaign?"

"Wait and see," he said.

"What do you think of the general situation?"

"Being a newcomer," said Mr. Hitchcock, with a grin, "don't you think it would be ill-advised for me to make predictions?"

"Won't you even predict the election of Mr. Hughes?" some one asked.

Mr. Hitchcock acted as if he didn't want to commit himself to this extent, but after a moment's hesitation he replied:

"The reason we nominated Mr. Hughes was because we were sure of electing him. I have seen no reason to change that opinion."

Among those who took part in the conference besides Mr. Hitchcock and Chairman Willcox were R. Livingston Beeckman of Rhode Island, Theodore E. Burton of Ohio, Charles G. Dawes and Raymond Robbins of Illinois, Victor Rosewater of Nebraska, John Wanamaker of Pennsylvania, A. O. Eberhardt of Minnesota and James Wilson of Iowa. At noon the members of the committee were entertained at the Century Club by Herbert Parsons, Everett Colby, George W. Perkins, F. W. Estabrook and Alva H. Martin.

All Pledged to Secrecy.

The first to emerge from the afternoon conference was ex-Secretary Wilson. He admitted the members had decided not to discuss what had taken place.

"I have always been free with newspaper men when I could," said Mr. Wilson, "but today I cannot say a word about the meeting."

"Were any changes in the Republican National Committee discussed?" he was asked.

"Really, you will have to excuse me," was his response as he headed for the elevator.

Raymond Robbins, who acted as Chairman of the Progressive National Convention at Chicago, was next approached.

"I am as happy as a May morning, but I have nothing whatever to say," was his only comment. Chairman Willcox, in a hurry to depart for Indianapolis, said the conference was a very fine one.

"We talked over many phases of the campaign," he volunteered. "We found no suggestion that the campaign was impotent. We heard no suggestions that the Hughes campaign in the West was not successful. I have not heard of any change to be made in the make-up of the campaign committee."

Mr. Willcox then admitted that to all suggestions that the campaign was not going just right he had pointed out that any such drawback was due to its early start, and that the primaries had interfered.

Victor Rosewater made this statement:

"The Advisory Committee held its first meeting today with a very gratifying attendance. All of the members were present except two—Senator Fulton of Oregon and William Ward of New York. The committee went into detailed discussion of the general situation, and especially in our respective sections of the country. It made suggestions, and after discussing them put them in writing, on which the Chairman could act had he not already covered the ground. The committee will meet again in Chicago about Sept. 18."

Hughes's Speeches Lacked a Punch.

A member of the committee who asked that his name be not used said later:

"It was generally admitted at the conference that everything has not been going just right with the Hughes trip. There has been much criticism of Mr. Hughes's speeches, and we discussed plans to overcome that. We realize now that this trip was planned too early, but Mr. Hughes himself is primarily responsible for that. He wanted to go through the country and size things up for himself. Luckily we have plenty of time to overcome any mistakes that might have been made. From now on things are going to be different.

"Some of the members thought that Mr. Hughes lacked a punch in his speeches, and that he should have given more attention to the so-called hyphen vote. So far as the East is concerned, that may be true, but we are going to let T. R. supply what is lacking in this regard, and he can be depended upon to do it.

"Out West it is different. In my part of the country the people do not want that. There is a large German population in some of the Western States, and we decided it was better to go lightly on German attacks. We are not altogether downcast over the outlook for there is plenty of time to recover from our mistakes."

One of the matters discussed was the threatened railroad strike. The committee to a man considered that it would have an important bearing on the campaign, and that it would not hurt Republican prospects.

"We decided to leave that matter entirely in the hands of President Wilson to devise," was the way Mr. Rosewater expressed it. It was also recommended that the Senatorial campaigns in the various States be taken out of the hands of the Senate Committee and be placed in charge of the National Campaign Committee.

Robbins Says Moose Are in Line.

Mr. Eberhardt before leaving headquarters said he felt sure that all of the Middle Northwest region would be safely in the Republican column. Mr. Robbins told of a strong Progressive swing to the Republican candidate.

"Up to the present time," he said, "the responsible leadership of the Progressive Party, the men who had real strength with the people and who polled the votes in the day of our power, without exception, are for Hughes. Take Illinois, for example. We polled over 386,000 votes for Roosevelt in 1912, and next to Pennsylvania, Illinois was the banner Progressive State. Today there is not a Progressive of prominence in the State who is not supporting Hughes. In California Governor Johnson, who won in the last election by 180,000, is for Hughes. Francis J. Heney, who was defeated at the same election as the Progressive candidate for United States Senator by 26,000, is for Wilson. Governor Johnson's victory in yesterday's primary in his State, which I understand is now assured, takes California out of the doubtful column and assures it for Hughes.

"In New York, Straus, who polled over 390,000 votes as the Progressive candidate for Governor in 1912, is for Hughes. Bainbridge Colby, who polled only 60,000 votes as a candidate for Senator in 1914, is for Wilson. And so it goes in practically every State. The Progressive vote-getters are all for Hughes. Of course Hughes is going to win."

H. A. Hopkins of Michigan told Chairman Willcox that the result of the primaries in his State on Tuesday insures absolute harmony in the Republican ranks.

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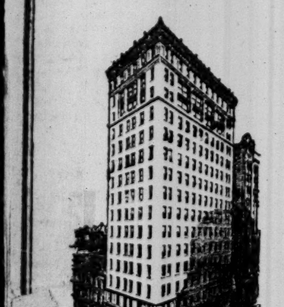

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TO GARNER G. O. P. FUNDS.

J. H. Choate and Robert Bacon Among Treasurer Bliss's Aids.

Cornelius N. Bliss, Jr., Treasurer of the Republican National Committee, announced yesterday the members of the sustaining membership bureau. They will be known as the Central Committee and are Harvey D. Gibson, Vice President of the Liberty National Bank, who has received a leave of absence from the bank and will devote his entire time to the committee; Robert Bacon, Joseph H. Choate, Thomas Cochran, President of the Liberty National Bank; Charles D. Hilles, James L. Phillips, assistant to Treasurer Bliss; William Cooper Proctor of Cincinnati, and Theodore N. Vail.

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DR. SEABURY DIES, NOTED EPISCOPALIAN

Father of Former Court of Appeals Judge Succumbs in His 80th Year.

AUTHORITY ON CHURCH LAW

Professor in General Theological Seminary Was Rector of Church of Annunciation for 30 Years.

Rev. Dr. William Jones Seabury, father of former Court of Appeals Judge Samuel Seabury, died yesterday at his son's country home, Wyandank Farm, East Hampton, L. I. Judge Seabury was with his father, who was nearly 80 years old, when the end came. Dr. Seabury had been in feeble health for several years.

The aged divine was the fifth of an unbroken line of five generations of clergymen, among whom was Bishop Samuel Seabury, the first Episcopal Bishop in America. He is survived by two sons, the other being William M. Seabury, a lawyer, of this city, and by two daughters, Mrs. Edmund W. Bill of New York and Mrs. William H. P. Oliver of Morristown, N. J.

Dr. Seabury was born in New York Jan. 25, 1837. He was graduated from Columbia University in 1856 and received his master's degree there three years later. He took the degree of doctor of divinity at Hobart College in 1874, receiving the same degree from the General Theological Seminary in 1885. Meantime he studied law in the office of the late Stephen P. Nash, was admitted to the bar in 1858, and for a short time engaged in practice.

The clergyman succeeded his father in 1868 as rector of the Church of the Annunciation, where he remained until 1898. He was appointed to the Chair of Ecclesiastical Polity and Law in the General Theological Seminary in 1873 and occupied it until his death. During the latter part of his tenure he was the senior professor in the service.

MISS DESPARD ENGAGED.

Daughter of Mrs. C. L. Despard to Wed John W. Wendell of Boston.

Mrs. Clement L. Despard of 49 West Fifty-seventh Street, this city, and Rumson, N. J., announces the engagement of her daughter, Miss Gwendolen R. Despard, to John W. Wendell of Boston, son of the late Frank T. Wendell.

Mr. Wendell was graduated from Harvard University, Class of '08, and was a prominent member of the football team for four years. His brother is Percy L. Wendell, who was Captain of the Harvard team in 1912. He is a member of the Boston and New York Harvard Clubs.

The wedding will take place next Spring.

REV. DR. G. B. HOPSON DEAD.

Professor of Latin in St. Stephen's College for Fifty Years.

Special to The New York Times.

ANNANDALE, N. Y., Aug. 30.—The Rev. Dr. George Bailey Hopson, for fifty years Professor of Latin in St. Stephen's College here, died at his home this afternoon. He was connected with the college during its history, and was beloved by hundreds of graduates, now Episcopal clergymen, whom he taught. Dr. Hopson was born at Naugatuck, Conn., in 1836 and was graduated from Trinity College in 1857, receiving his Master's degree from there three years later. He was graduated from the General Theological Seminary in 1863 and was admitted to the Episcopal priesthood the next year.

Dr. Hopson terminated his professorship at St. Stephen's three years ago after a half century of service. He wrote a book called "Beneficiary Education for Young Men for the Sacred Ministry," and an essay on "Fasting Communion." He is survived by two sons, Francis Johnston Hopson of New York and William Oliver Hopson of San Francisco.

Benjamin Day, Inventor.

SUMMIT, N. J., Aug. 30.—Benjamin Day, inventor of the process for tinting drawings for photographic reproductions which bears his name, died here today at the age of 79. He was the son of the late Benjamin H. Day of The New York Sun and was born in New York City. Mr. Day studied in Paris and returned to America when 25 years old to do pictorial work for Harper's and other weeklies. Later he invented his printing-plate process, known throughout the world as the Ben Day tint.

Obituary Notes.

WALTER CHUR, President and General Manager of the American Railway Supply Company of New York, died Tuesday night at his home in East Orange, N. J., from heart disease.

JOHN KELLY O'BRIEN of Brooklyn, a retired shipping and lumber merchant, died at Cooperstown, N. Y., on Monday, in his eighty-fourth year.

JOSEPH E. WINTERS, proprietor of a hotel at Eighth Avenue and Seventeenth Street, Whitestone, L. I., died in Flushing Hospital yesterday, at the age of 60 years.

Mrs. FLORENCE MALLOY, widow of Sergeant Malloy of the Engineer Corps at Fort Totten, died yesterday at her home in Whitestone.

PETER SUTTON WILLIAMSON, son of the late James Williamson, died suddenly at his residence at Valley View Farm, Flanders, N. J., on Tuesday. He was 68 years old.

Mrs. M. E. PERRIN, 75 years old, long a resident of Passaic, N. J., is dead at the home of her daughter, Mrs. Harry Ray Bartlett, in Tolland, Conn.

WILLIAM H. REED, an old-time real estate expert and appraiser, died Tuesday in his home, 507 West 150th Street, as the result of injuries suffered in a fall there.

Mrs. ADELINE E. MITCHILL, wife of Singleton L. Mitchill, retired surveyor, died Tuesday at her home in Plandome, L. I.

WILLIAM H. CASHER, 76, a veteran of the civil war, died Monday at his home, 178 First Street, Elizabeth, N. J. After the war he was engaged in the tobacco business.

MELVILLE CADMUS HARD of Rahway, N. J., 36 years old, is dead in El Paso, Texas. He had traveled extensively through South America as the representative of automobile supply concerns.

Mrs. ELIZABETH A. CLARK, member of an old New York family, is dead at her home, 73 North Ninth Avenue, Mount Vernon.

WILLIAM A. MINNERLY, long in the trucking business in New York, where he lived at 264 West Twenty-second Street, died at his Summer home in Bay Shore, L. I., from injuries received in an automobile accident. He was 58 years old.

WILLIAM H. MOONEY, 78 years old, formerly of New York, is dead at Central Islip, L. I. He was a member of Royal Arch Lodge, F. and A. M.

WILLIAM ROURKE, 58 years old, retired patrolman, is dead at his home, 268 Alexander Avenue, Bronx.

ERNEST C. WEILER, 44 years old, for many years a resident of New York, is dead at his home, 1,581 Grove Street, Westchester.

Mrs. JESSIE MORE WARD, wife of George S. Ward, President of the Ward Bread Company, died yesterday at her home, 115 Riverside Drive. She was 46 years old.

WILLIAM HARDY died at the home of his son, George Hardy, in Tappan, N. Y., yesterday, at the age of 82.

SOL DE BEAR died yesterday at his home, 758 Kelly Street, Bronx. He left a widow and two children, Mrs. L. M. Mayer and Ira De Bear. He belonged to Mount Morian Lodge, A. F. & A. M.; Pinta Lodge, K. of P., and the Hebrew Mutual Benefit Society.

Mrs. DORA G. JAPHA, wife of Sol S. Japha, died on Tuesday at her home, 600 West 113th Street. She was born in Rochester, but had lived in New York many years, during which she was active in philanthropic work.

The Rev. Dr. MICAH JONES TALBOT, senior alumnus of Wesleyan University, from which he was graduated in 1863, died yesterday in Boston at the age of 95. For sixty years he was a Methodist Episcopal minister and educator in Rhode Island and Massachusetts.

DAVID J. TAFF DIES AT 95.

Oldest Sparmaker Was Trustee of Dry Dock Savings Institution.

David Jones Taff, the oldest sparmaker in this country, who recently celebrated his ninety-fifth birthday, died yesterday at his home, 68 Morton Street, Brooklyn. Until a few months ago, when he was seized with a paralytic stroke, Mr. Taff went daily to his ship chandler shop at North Thirteenth Street and Wyeth Avenue, Williamsburg. He was born in Babylon, L. I., on Aug. 12, 1821, and when he was five years old his parents removed to this city, where he attended the old public school in Houston Street. He was only 14 years of age when he became a conductor on Frank Palmer's stage line, running between the Tenth Street drydock and the Wall Street Ferry.

When he was 17 years old he found employment in the shipyard of his brother at Third Street and East River, Manhattan, and in 1850 became a partner in the business. A few years later he went to Williamsburg, where he established his own spar yard. Mr. Taff made the spars for the yacht America, which brought the Queen's Cup to this country, and the racing vessels Phantom, Mohawk, Dauntless, and Fleetwing. With the passing of sailing vessels Mr. Taff engaged in derrick building.

Mr. Taff had been a trustee of the Dry Dock Savings Institution since 1857, and from 1899 to 1914 he was a Vice President of the institution. In 1907, upon the completion of his fifty years' service as an officer of that institution, a loving cup was presented to him by the officers and trustees. He had been a resident of Brooklyn since 1868 and for forty-six years was a trustee of the First Baptist Church. Mr. Taff was the father of ten children, three of whom are living, Walter, 50; Frank, 60, and Henry Taff, 70 years old.

MISS LYRA NICKERSON DIES.

$6,000,000 Heiress Was to Wed Henry G. Clarke in October.

Special to The New York Times.

NARRAGANSETT PIER, Aug. 30.—After battling with typhoid fever for two weeks, Miss Lyra Brown Nickerson of Providence, a daughter of the late Mr. and Mrs. Edward I. Nickerson, died early this morning at her villa Viewfield, Narragansett Pier. Miss Nickerson's fortune has been estimated at $6,000,000. She inherited her wealth from her grandmother, Mrs. Jane Brown.

At the time of her death those present were her aunt, her fiancé, Henry Garfield Clarke, Drs. Lord, Hitchcock and Buffum, and her Secretary, Miss Kathryn Cocroft. Only recently Miss Nickerson's engagement to Henry Garfield Clarke, assistant director of athletics at Brown University, was announced. The date set for the wedding of the couple was Oct. 4.

Miss Nickerson was in her thirty-first year. She was greatly interested in tennis and not long ago built a private court near Providence at an expenditure of about $15,000, and there many tennis stars played matches. Miss Nickerson was also interested in aviation, and she gave the first hydroaeroplane to the State of Rhode Island for defense. Recently she made several flights over Narragansett Bay in a seaplane.

Miss Nickerson's funeral will be held at her late home, 71 Angell Street, Providence, on Friday at 4 P. M.

DR. WILBUR B. MARPLE DEAD

New York Ophthalmologist Dies Suddenly in Kennebunkport, Me.

Dr. Wilbur Bolleau Marple of 46 West Fifty-third Street died suddenly yesterday at Kennebunkport, Me. News of his death was contained in telegrams sent to this city by his wife, who gave no details. Dr. Marple was an ophthalmologist, and was graduated from Amherst in 1877.

He was a Fellow of the American Medical Association and of the American College of Surgeons, and a member of the American Ophthalmological Society, the American Academy of Ophthalmology and Otolaryngology, and others. He was a staff surgeon of the New York Eye and Ear Infirmary and consulting ophthalmological surgeon to the Babies' and Central Neurological Hospitals.

Dr. Marple is survived by his wife, who was Miss Jane S. Hathaway, and a son, Allen.

Marriage and death notices intended for insertion in The New York Times may be telephoned to 1000 Bryant.

Married.

COWLRICK—McGREGOR.—On Aug. 30, by the Rev. John Rigg, Stella, daughter of the late Rev. Charles George McGregor of Kingston, Jamaica, to Harry Jackson Cowlrick.

Newark.

POTTER—VAN HORN.—Aug. 29, Edith Van Horn to Nell C. Potter.

Died.

BAKER.—Suddenly, Aug. 28, 1916, Julia Sterling, wife of the late William W. Baker. Funeral services at the home of Mrs. William G. Delamater, 304 East Dudley Av., Westfield, N. J., Thursday, Aug. 31, at 3:30 P. M.

BOYCE.—At East Orange, N. J., Aug. 29, 1916, of colitis, Henry Ward Boyce, aged 3 years, son of Robert Rankin and Caroline Ward Boyce, and grandson of George A. Boyce. Funeral private at 141 Harrison St., East Orange. Philadelphia papers please copy.

CHUR.—At East Orange, N. J., on Aug. 29, 1916, Walter Chur, in his seventy-second year. Funeral services will be held at his home, 44 Halstead St., East Orange, on Friday, Sept. 1, at 3 o'clock.

DAY.—At Summit, N. J., Aug. 30, 1916, Benjamin Day, in the 79th year of his age, born in New York City. Funeral services will be held at his late residence, 115 Boulevard, Summit, N. J., on Friday, Sept. 1, at 3:30 P. M. Automobiles will meet Lackawanna R. R. train leaving Hoboken at 2:30 P. M.

DE BEAR.—Sol, on Aug. 30, beloved husband of Sarah (nee Frankfort) and father of Mrs. L. M. Mayer and Ira De Bear. Funeral from the residence of his son-in-law, 758 Kelly St., Friday, Sept. 1, at 10 A. M. Members of Mount Morian Lodge, F. and A. M.; Pinta Lodge, K. of P.; Hebrew Mutual B. S., and Harlem Lodge, O. B. A., are kindly invited to attend.

DOUGLAS.—On Monday, Aug. 28, 1916, at Murray Bay, Canada, Walter Lawrence, husband of Harriet E. Sayre and son of the late George B. and Henrietta L. Douglas of Brooklyn. Friends and relatives are invited to attend funeral services on Friday afternoon, Sept. 1, at Greenwood Cemetery Chapel at 3 P. M. Interment private.

FELDMAN.—Suddenly, at Asbury Park, Fredricka Feldman, mother of Sidney, Leo, Meta, and Anna Beil Freiss. Notice of funeral hereafter.

GIESER.—Entered into rest at Cos Cob, Conn., Aug. 28, 1916, Henry W. Gieser, 77 years. Funeral services at his late residence on Thursday, Aug. 31, at 2:30 P. M. Interment at convenience of family.

HARDY.—On Tuesday evening, Aug. 29, 1916, William Hardy, in his 82d year. Funeral services from the residence of his son, George Hardy, Tappan, N. Y., on Friday, Sept. 1, at 11:30 A. M. Interment Cypress Hills Cemetery at the convenience of the family.

HICINBOTHEM.—Aug. 23, 1916, at Pelham, N. Y., Alexander Hicinbothem, aged 59 years. Funeral Thursday, Aug. 31, at 3 P. M., Woodlawn Cemetery.

HOPSON.—On Wednesday, Aug. 30, at Annandale-on-Hudson, N. Y., after a lingering illness, the Rev. George Bailey Hopson, D. D., D. C. L., in the 79th year of his age. Funeral at Annandale at 1 P. M. Saturday.

HUGHES.—Suddenly, Aug. 27, 1916, at Bethlehem, N. H., Joseph C. Hughes. Funeral from his late residence, 108 Cambridge Place, Brooklyn, Thursday, Aug. 31, at 9:30 A. M., thence to Queen of All Saints Church, Lafayette and Vanderbilt Avs. Interment private.

HUTCHISON.—At her home, 1,611 West Adams St., Chicago, Ill., Elizabeth, widow of Francis Hutchison, on Aug. 21, 1916.

JAECKEL.—Charles Brandt Jaeckel, beloved son of Hazel S. and Richard Jaeckel, in his tenth year. Funeral private.

JAPHA.—Dora Guggenheimer, beloved wife of Sol S. Japha, Tuesday, Aug. 29. Funeral Thursday at 2 P. M., funeral chapel, 228 Lenox Av. It is earnestly requested that no flowers be sent.

JAPHA.—Passed to her eternal rest, Dora G. Japha, the beloved and revered President of the Ladies Sewing Circle of the Home for Hebrew Infants. In her death we lose a most faithful, efficient, and inspiring leader. To her bereaved husband and family we tender our deepest sympathy.
Mrs. A. S. GUGGENHEIMER,
Secretary.

KELLER.—After a brief illness, on Aug. 29, 1916, at his late residence, 43 Gerry Av., Elmhurst, L. I., John, beloved husband of the late Nellie Keller and father of Mrs. Dan Murphy, William F., James B., John J., Thomas J., Joseph A., and Mary F. Keller. Funeral on Friday at 9:30 A. M.; thence to St. Bartholomew's R. C. Church where a mass of requiem will be offered for the repose of his soul. Interment Calvary Cemetery.

KNIERIEM.—At White Plains, Aug. 30, Edward Knieriem. Funeral services at 35 Greenridge Av., White Plains, Sept. 1, at 1 P. M.

LAWRENCE.—In New York City, on Tuesday, Aug. 29, 1916, William Watson Lawrence, in his 58th year. Funeral services from his residence, 9 East 80th St., on Thursday, Aug. 31, at 3 P. M. Interment private. Boston, Baltimore, and Philadelphia papers please copy.

McCLURE.—Veterans of the Seventh Regiment, N. G. N. Y.: Announcement is made with deep regret of the death of William McClure (Tenth Company) on Sunday, Aug. 27, 1916.
THOMAS DIMOND, President.

McCONAUGHY.—Suddenly, Aug. 29, 1916, John McConaughy, beloved husband of Margaret McConaughy (nee Parrie.) Funeral from late residence, 124 East 58th St., Saturday, Sept. 2, 9:30 A. M.; thence St. Ignatius Loyola Church, Park Av., 84th St. Interment Calvary.

MAHER.—On Aug. 30, 1916, Leonore A., widow of Thomas F., at the residence of her daughter, Mrs. M. L. McGuire, Liberty Av., Jamaica. Notice of funeral hereafter.

MARPLE.—Suddenly, at Kennebunkport, Me., Dr. Wilbur B. Marple of 46 West 53d St., New York. Funeral notice later. Columbus (Ohio) papers please copy.

MARVIN.—On Tuesday, Aug. 29, 1916, at her late residence, 60 Willow St., Brooklyn, Florence E. H., daughter of the late Charles R. and Mary Howard Marvin. Funeral private.

MASON.—On Wednesday, Aug. 30, 1916, in New York City, Carol Brady Mason, beloved wife of Joseph E. Mason and sister of Mrs. Tyler Huwett Bennett. Interment Worcester, Mass.

MILLER.—At Basin Harbor, Vt., on Aug. 28, 1916, formerly of Passaic, Emily T., daughter of the late Barnet E. and Sarah A. Miller. Funeral service will be held at Park Presbyterian Church, Belleville Av., Newark, N. J., on Saturday afternoon, Sept. 2, at 2:30 o'clock. Relatives and friends are kindly invited. Interment Arlington Cemetery.

Died.

MITCHILL.—At Plandome, L. I., on Aug. 29, Adeline E., wife of Singleton L. Mitchill. Funeral services at Christ Church, Manhasset, on Thursday, Aug. 31, at 2:30 P. M. Train leaves Pennsylvania station 1:23 P. M.

PAGE.—At Dorset, Vt., on Wednesday, Aug. 30, Josephine Upson, wife of William Hallan Page, in the 75th year of her age. Services will be held at her late residence, 397 Grand Av., on Friday, Sept. 1, at 3 o'clock.

SEABURY.—At East Hampton, N. Y., on Wednesday, Aug. 30, 1916, the Rev. William Jones Seabury, D. D., in his eightieth year. Funeral from his late residence, 3 Chelsea Square, New York City, at the Chapel of the Good Shepherd, Chelsea Square, on Saturday, Sept. 2, at 11 A. M. Interment at Trinity Cemetery.

STRONG.—On Aug. 22, 1916, at Ithaca, N. Y., Miss Bessie M. Strong, daughter of Mrs. B. E. Strong, widow, formerly of New York City.

SWEENEY.—On Aug. 29, 1916, Martin, beloved husband of Winifred Sweeney, (nee Durkin,) native of Drumcree, County Sligo, Ireland. Funeral from his late residence, 1,359 3d Av., on Friday at 9:30 A. M., to the Church of St. Jean. Interment Calvary.

SWORDS.—Suddenly, on Aug. 29, at Monmouth Beach, N. J., Charles Robert, son of the late Charles Richard and Sarah Willis Swords, and beloved husband of Florence Jacquelin Swords. Funeral services will be held at the Church of the Incarnation, 35th St. and Madison Av., on Thursday, Aug. 31, at 4 o'clock. Members of the Fraternity of Delta Psi are requested to meet in the vestibule of the church at 3:45.

THOMAS.—Ruby M. Vance Thomas, dearly beloved wife of Arthur W. Thomas, Aug. 30th. Funeral from her late residence, 414 West 121st, Thursday afternoon. Burial Toronto, Canada, Saturday, Sept. 2. Toronto papers please copy.

TIMOLDI.—Beatrice. Funeral "THE FUNERAL CHURCH," Broadway, 66th and 67th. (Campbell Building,) Thursday morning at 10 o'clock.

TISCH.—On Tuesday morning, Aug. 29, at the residence of his parents, 253 Fort Washington Av., Isaac Tisch, aged 42.

WARD.—On Wednesday, Aug. 30, at 1 P. M., Jessie Moore Ward, beloved wife of George S. Ward. Funeral services at her late residence, 115 Riverside Drive, on Friday at 10:20 A. M.

WEAVER.—At Oceanport, N. J., Aug. 30, 1916, Miss Katherine A. Weaver. Funeral services private.

WEIFFENBACH.—At his late residence, 474 Central Park West, George W. Weiffenbach, beloved husband of Alice Bilin, in his 68th year. Funeral Thursday afternoon at 2 o'clock. Interment Woodlawn Cemetery, private.

BECHT.—Margaretha, 175 91st St., Aug. 29, aged 50. Funeral today, 1:30 P. M.

BILLERBECK.—Kate, 22 Sutton Place, Aug. 29, aged 47.

BISCHOFF.—Henry, Concord, S. I., Aug. 28, aged 82.

CANTWELL.—Mary, 884 8th Av., Aug. 28.

CHAMBERS.—Alice A., 674 Union Av., Bronx, Aug. 28.

COLSON.—James, 365 Pearl St., Aug. 29. Funeral today, 2 P. M.

DE VRIES.—Mrs. Jacob, 428 West 35th St., Aug. 28.

DONNELLY.—James, 1,458 2d Av., Aug. 29. Funeral tomorrow, 9:30 A. M.

GREGORY.—Ethan A., 832 West 141st St., Aug. 29. Funeral service today.

HART.—John, Aug. 28. Funeral 353 West 38th St.

HAWKINSON.—Lydia J., 3,505 Broadway, Aug. 29. Funeral today, 11 A. M.

LAYFIELD, George, 631 3d Av., Aug. 28.

McELWAIN.—John, 51 West 129th St., Aug. 29. Funeral tomorrow.

McGUIRE.—Bridget A., 537 9th Av., Aug. 29. Funeral tomorrow, 9 A. M.

MADDEN.—Ellen, Aug. 28. Funeral 853 West 38th St.

NEUKIRCHEN.—Gertrude, 811 East 75th St., Aug. 28, aged 51.

O'DONNELL.—Dorothy A., 160 East 138th St., Aug. 29, aged 5. Funeral private.

REED.—William H., 507 West 150th St., Aug. 29, aged 82. Funeral tomorrow.

RILEY.—Ellen, 1,350 Amsterdam Av., Aug. 28.

ROMER.—Maria, 443 West 38th St., Aug. 27, aged 58. Funeral today, 2 P. M.

TRANTOW.—Werner, Aug. 28, aged 35. Funeral 41 Chrystie St.

WHEELER.—Patrick J., 173 Willis Av., Bronx, Aug. 29. Funeral tomorrow, 9:30 A. M.

WHITNEY.—Terence, 550 West 51st St., Aug. 29, aged 23. Funeral tomorrow, 9:30 A. M.

Brooklyn.

BAKER.—Agnes, 350A 20th St., Aug. 28. Funeral today, 2:30 P. M.

BAKER.—Robert H., 263 Pearl St., Aug. 29. Funeral tomorrow, 9 A. M.

BUSSELL.—Elmer F., 1,211 Bedford Av., Aug. 30, aged 8.

BRUDER.—Bernard, 329 Stockton St., Aug. 28, aged 36. Funeral tomorrow.

COWAN.—Helen, 297 Pearl St., Aug. 29, aged 1.

CRAMER.—John, 503 Glenmore Av., Aug. 29, aged 65.

DALY.—Arthur S., 273 Union St., Aug. 30. Funeral Sept. 2.

EDWARD.—Elsie, Kingston Avenue Hospital, Aug. 29, aged 4.

FURMAN.—Jacob, Eastern District Hospital, Aug. 29, aged 35.

HAMMOND.—Florence L., 138 96th St., Aug. 28.

KRESS.—John C., 873 Knickerbocker Av., Aug. 29.

KUSTER.—Bella, 94 Maujer St., Aug. 28, aged 31.

LEWIS.—Marie E., 185 Howard Av., Aug. 29. Funeral today, 2 P. M.

MAGNOR.—William L., 5,619 4th Av., Aug. 27.

MAUSSER.—Henry, Eastern District Hospital, Aug. 29, aged 22.

MELIA.—Patrick, 49 Coffee St., Aug. 29, aged 38.

MURRAY.—Charles, Bushwick Hospital, Aug. 29, aged 4.

O'BRIEN.—Ellen, 2163 East 19th St., Aug. 29, aged 66. Funeral tomorrow 9:30 A. M.

O'NEIL.—Ruth, 78 Stockton St., Aug. 28.

REICHERT.—Anton, 426 Graham Av., Aug. 28, aged 40. Funeral today 2 P. M.

REILLY.—Marie T., 423 17th St., Aug. 29, aged 13. Funeral private.

ROOT.—Jane A., 14 Stockholm St., Aug. 29. Funeral service today.

SCHIMMELBUSCH.—Francisca J., 3,109 Clarendon Rd., Aug. 30, aged 72.

SONNIZIG.—Joseph, M. E. Hospital, Aug. 29, aged 63.

STOLZ.—Margaret, 321 Hamburg Av., Aug. 28, aged 68. Funeral today 9:30 A. M.

TURNER.—William, 3,726 3d Av., Aug. 28. Funeral today 2:30 P. M.

VACCARO.—Rose, 855 3d Av., Aug. 29, aged 51.

WHITE.—Alan, 15 East 10th St., Aug. 29, aged 5.

WOLKOFF.—Sarah, 167 Havemeyer St., Aug. 29, aged 60.

YOUNG.—Frances, 13 Middagh St., Aug. 29, aged 55.

Hoboken, Jersey City, and Newark.

AUSTIN.—Richard, 294 Webster Av., Jersey City, Aug. 30, aged 84. Funeral today.

Died.

DOUGHERTY.—Grace, 149 McAdoo Av., Jersey City, Aug. 29. Funeral tomorrow.

DUTCHER.—Harry S., 213 Clinton Av., Jersey City, Aug. 28.

GALBRAITH.—Peter M., 317 Ege Av., Jersey City, Aug. 28.

HOWARD.—James, Newark, Aug. 27. Funeral today, 7:30 A. M.

JAEGGI.—Edward, 616 Savoye St., West Hoboken, Aug. 28, aged 18. Funeral today, 9 A. M.

KRAIBUEHLER.—Frederick A., 83 Lillis St., Newark, Aug. 29, aged 13.

METZLER.—Frances, 219 Madison St., Hoboken, Aug. 29, aged 2. Funeral today, 2 P. M.

REILLY.—Simon, 212½ Chestnut St., Newark, Aug. 29. Funeral tomorrow, 8 A. M.

TSCHERTER.—Mary, 70 Fearsall Av., Jersey City, Aug. 30, aged 55.

Long Island.

ARMSTRONG.—Helen C., Brooklyn Hills, Aug. 27, aged 4.

BARRON.—William, Ridgewood, Aug. 27, aged 49.

CONNOLLY.—Michael, Laurel Hill, Aug. 27, aged 45.

GESHAM.—Groye W., Ridgewood, Aug. 28, aged 52.

GORTZ.—Tessie, Rockaway Beach, Aug. 28.

GUINAN.—Edward, 22 Van Pelt Av., Long Island City, Aug. 27, aged 1.

HENDRICKSON.—Marietta, Aqueduct, Aug. 27, aged 71.

HILDERBRAND.—Lester, Evergreen, Aug. 28.

JENSEN.—Housine K., Jamaica, Aug. 28, aged 37.

KLEI.—Phillip, Corona, Aug. 29, aged 73. Funeral tomorrow, 1 P. M.

McMULLEN.—Thomas A., Woodhaven, Aug. 27, aged 13.

MERKEL.—Josephine, Ridgewood, Aug. 28, aged 57.

MILLER.—Raymond, Jamaica, Aug. 27.

MORGAN.—Gordon L., Edgemere, Aug. 28, aged 13.

NEWTON.—George W., Ridgewood, Aug. 29, aged 58. Funeral today, 9:30 A. M.

RYAN.—John, Woodhaven, Aug. 27

GEORGE M. CHURCH PUTS ICHIYA KUMAGAE OUT OF TENNIS TITLE TOURNAMENT

CHURCH DECISIVELY CONQUERS KUMAGAE

Puts Japanese Star Out of National Tennis Singles Title Race, 6-3, 6-3, 6-1.

NET PLAY DECIDES ISSUE

Former Princetonian Finds Oriental's Weak Spot—Davis Defeats Roberts, 7-5, 7-5, 6-3.

Today's Matches on Exhibition Courts.

11:00 A. M.—S. Howard Voshell vs. Wallace F. Johnson.
1:30 P. M.—Watson M. Washburn vs. Dean Mathey.
2:15 P. M.—Nathaniel W. Niles vs. Richard Harte.
4:00 P. M.—Maurice E. McLoughlin vs. Theodore Roosevelt Pell.

Other Matches.

11:00 o'clock—Hall vs. Man, McCormack vs. Parker, Beekman vs. MacMullen, Murray vs. Stevens.
2 o'clock—Griffin vs. Rand, R. L. Baggs vs. Whitney, Watters vs. Dionne, Williams vs. Major, Prentice vs. Davis, Church vs. Warren, Behr vs. E. P. Larned.
2:30 o'clock—Mahan vs. Clothier.

Trains leave from Pennsylvania Station for Forest Hills as follows—A. M.: 9:00, 9:16, 10:00, 10:35, 11:05, 12:00; P. M.: 12:30, 12:52, 1:32, 1:55, 2:08, 2:45, 3:00, 3:20, 3:45, 4:11.

Trains leave Forest Hills for Pennsylvania Station—P. M.: 12:12, 12:22, 1:11, 1:35, 2:15, 2:47, 3:48, 4:20, 4:35, 4:55, 5:04, 5:47, 5:56, 6:30, 7:00. Special trains are also run to New York after the conclusion of the afternoon match.

Seats—4,000 are on sale daily at the box office on the club grounds. Admission, $1.

Tennis followers may rest easy on one question. There is no danger of the national singles championship going to the far-off shores of Japan. The little son of Nippon, Ichiya Kumagae, whose path in this country has been paved with frequent successes—including the defeat of William M. Johnston in the Newport invitation tournament—himself tasted of defeat yesterday in the second round of the championship tournament on the courts of the West Side Tennis Club of Forest Hills. It was George M. Church who undermined the fortunes of the wily Jap and sent him tumbling in straight sets by the score of 6—3, 6—3, 6—1. Not since the Oriental came to this country, several months ago, has he been vanquished so decisively.

Following the victory over Johnston at Newport there was a disposition to place the sturdy Nipponese in the forefront, and not a few were the rumors that he would carry back to Japan with him the national tennis championship in singles. Without underestimating the Japanese, it can be said that he was outclassed in the match yesterday. He was facing one of the strongest contenders in the tournament and, more important even than this, one whose type of game was admirably suited to cause his overthrow.

Under a different shaping of the draw, Kumagae might have lasted — probably would have continued at least to the semi-finals. It was his misfortune that he was placed in such a position that he would have to face both Church and R. Lindley Murray in early round contests.

Net Play Upsets Jap.

Since Kumagae made his Eastern bow in the tournament at Utica, when he defeated Clarence J. Griffin in the final round for the New York State championship, much has been conjectured about the method which would defeat his skill and his steadiness. It was generally agreed that the net attack in which the play was really at the barrier was the only solution.

In the vernacular of tennis, it was said that the one who would vanquish him must perch on the net. Murray did it twice and won, but conclusive evidence was still lacking until yesterday, for two baseliners, Watson M. Washburn and Joseph J. Armstrong of Philadelphia, also had to their credit victories over the Japanese.

However, on the West Side courts yesterday all doubt of the effectiveness of a sharp net game against the Oriental was dispelled. Church had but one thought in mind—to reach the barrier—and he did so with greater success than any player who has yet tried conclusions with the Oriental. Johnston at Newport tried to volley Kumagae from just inside the service line, with the result that he was defeated in a keen five-set encounter. He could not judge the angle of deflection on the heavily topped ball of the Oriental, and nets and outs gathered to his standard with fatal results. Church, on the other hand, was almost over the barrier, and all he needed ther was speed and a fair degree of accuracy.

Kumagae found himself in a quandary almost from the start of the match. In the past he has driven his opponents when they played net against him back to the baseline by deep driving and by tossing up lobs to the deep court, while sharp passing strokes down the lines were another asset. He tried the same tactics with Church, but found that there was a different story to be told with this tall man at the barrier.

Church's Reach Decisive.

He lobbed, only to find that Church was possessed of a wonderful reach that cleared the air of the flying ball by terrific smashing. It was the same thing with the passing strokes. Here again Church's reach and agility smothered many of the shots. True there were some that went sailing down the lines for placements, as there were lobs that were out of reach of the nimble Church and nicked the baseline as they fell, but the percentage was never on the side of the Oriental. Church smothered two strokes for every one he lost.

Church's game was a pattern of strategy. He mixed his strokes so well that the Japanese never knew just what to expect and the uncertainty robbed him of some of the confidence which has been an outstanding quality of his play. The Jersey player no doubt had learned that the stroke to take the heart out of Kumagae was the soft placement which tantalizingly found its way over the net and dropped dead on the other side. At any rate he made good use of it yesterday. With Kumagae standing on the baseline, Church would pop over one of these short shots, which the Oriental rushed frantically in to get but never succeeded in doing so. In the first set Church tried this several times and Kumagae shook his head as much as to say, "I don't like these at all."

There is no doubt but that the short cutting off of his strokes, with the angle of deflection to the side lines near the net, shook the Oriental's usual calm playing and negated one of his biggest assets, namely that of being able to outsteady a rival in a driving duel. Church was bound that there should be no prolonged rallies if he could help it and he went to the net with the idea of finishing the point off rapidly.

Kumagae played some splendid tennis even though he lost. He sent some perfect cross-courting passing strokes by Church as the latter came to the net and he sent others skimming down the lines. In the first two sets, in fact, he outplaced Church. Many of the strokes by the former Princeton player, which against a less agile opponent would have gone for placements, were recovered by Kumagae, but he was so much off balance and out of position that errors resulted on the returns more often than not. This in part accounts for why Church is not credited with a greater number of placements. The fact was evident, however, that it was Church's play which was making the Oriental commit the errors.

Church Cautious at Start.

In the first two sets Church tempered his impetuous rush for the net with a bit of caution. The two had never met before and Church evidently wished to be sure of the game of his opponent before he gave free reign to his attack. But in the last set he seemed to take sheer joy in cutting the Nipponese down quickly. He forced the play with more aggressiveness and Kumagae, who is known as being at his best in a five-set contest, did not have a chance to turn aside defeat. One game was his quota, the first that was played in the set, in which he broke through Church's service.

In the first set, service carried off the first two games and then Church was broken through in a long deuce contest, Kumagae's placements and Church's double fault at the end deciding the issue. The Princeton man replied in kind, taking a love game from Kuamgae on the latter's service. It was in this game that Cnurch first used his soft stroke, the final point being scored on a shot that fell weakly across the net with Kumagae standing on the baseline ready for a deep drive.

Kumagae was wild in the next game, outs counting largely against him then as they did in succeeding games. Church was leading at 3—2. Kumagae made the score 3 all, but that was as far as his success went. Church took two love games in the second of which he broke through Kumagae for the second time. In what proved to be the final game, Church was leading at 40—30 on his own service, but Kumagae took it to deuce on a lob that sailed over Church's head to the baseline, and it was not until after five vantage points that the game and set went to Church.

In the second set Kumagae led at 3—2, but Church made it 3 all on his own service, and his excellent play was so well sustained that the next three games fell to his lot. With this set also to his credit there was not much hope for the Jap. When he took the first game of the third set by breaking through Church the spectators gave him a rousing cheer, but it did not inspire him to the extent that he could stop the volley of placements which Church loosened. Game after game fell to the former Princetonian until he closed out the set and the match to his credit.

Russian Player Defeated.

The only other foreign player in the tournament, A. W. Macpherson, one of the leaders in Russia, was vanquished in a second-round encounter with Dean Mathey. Macpherson was under a heavy handicap in that he had never contested more than ten sets on turf, but even with lack of knowledge of the grass game he played Mathey to the point of exhaustion. The score of the encounter was 6—4, 7—5, 2—6, 8—6.

In the fourth set Mathey led at 5—2, only to have his antagonist pull it up to deuce. The fourteenth game went to deuce five times before Mathey could rescue it and the match. The Russian showed a fine command of strokes, there being much of the ease of the European type of play in his game rather than the more forceful American style.

Willis E. Davis, who put out Armstrong in the first round yesterday, had a sharp battle with his fellow San Franciscan, Roland Roberts, before he won at 7—5, 7—5, 6—3. This, as a match in speed, was the controlling factor. Each player turned his strokes across, and there were many moments of keen interest. Davis was not quite as steady as when he played against Armstrong, and Roberts was stroking with more effectiveness than at any time since the match against Williams at Newport. Each knew the other's type of play, and this contributed toward making the struggle close and worth while for a big gallery which surrounded the court.

Maurice E. McLoughlin and William M. Johnston, two members of the California group, were playing on courts nearby, the former against Kenneth Hawkes, also of California, while the latter had as his opponent Francis T. Hunter. McLoughlin had little difficulty in winning at 6—1, 6—2, 6—4, but Johnston had a more serious time with Hunter. The latter played sharp tennis, and the national champion was forced at times to extend himself to the fullest. The contest went to Johnston, 6—1, 6—4, 6—4. Hunter making it a battle really worth while in the last two sets.

The veteran internationalist Frederick B. Alexander, who knew all there was to know about tennis when some of the present contestants were youngsters, dropped his second round encounter to Theodore Roosevelt Pell by the score, 6—4, 6—3, 2—6, 6—3. This match was staged on one of the exhibition courts and attracted little attention, for Alexander approximates perfection in form.

Alexander was hardly in condition for a sharp battle yesterday with the famous backhand expert, Pell. The latter, who will be McLoughlin's opponent today, was playing stronger tennis than in his recent matches, and, with his rival showing the effects of fatigue after the first set, it was comparatively easy for him to gain the verdict.

The point scores and the summaries follow:

George M. Church vs. Ichiya Kumagae.

FIRST SET.

Church	4	2	6	4	4	1	4	4	9—38—6
Kumagae	1	4	8	0	1	4	0	0	7—25—3

STROKE ANALYSIS.

	Nets.	Outs.	Place.	S.A.	D.F.
Church	4	9	14	0	1
Kumagae	8	19	14	0	2

SECOND SET.

Church	4	4	2	1	6	4	6	4	5—33—6	
Kumagae	1	1	4	4	5	2	4	2	3—26—3	

STROKE ANALYSIS.

	Nets.	Outs.	Place.	S.A.	D.F.
Church	6	5	5	1	1
Kumagae	7	15	14	0	2

THIRD SET.

Church	1	4	4	4	4	4	6	2	7—27—6	
Kumagae	4	2	2	2	1	2	4	1	7—17—1	

STROKE ANALYSIS.

	Nets.	Outs.	Place.	S.A.	D.F.
Church	5	4	12	0	1
Kumagae	8	6	7	0	1

RECAPITULATION.

	Nets.	Outs.	Place.	S.A.	D.F.
Church	15	18	26	1	3
Kumagae	19	40	35	0	5

NATIONAL SINGLES CHAMPIONSHIP.—Second Round—Wallace F. Johnson, Philadelphia, defeated Dr. William Rosenbaum, New York, 6—1, 6—2, 7—5; A. H. Man, Jr., New York, defeated C. G. Plimpton, New York, 6—2, 6—4, 6—2; Clarence J. Griffin, San Francisco, defeated R. A. Cook, New York, 6—4, 2—6, 6—1; E. H. Whitney, New York, defeated L. G. French, Montclair, 6—3, 6—4, 6—4; E. R. McCormick, Los Angeles, defeated H. D. Harvey, New York, 6—3, 7—5, 6—3; Douglas Watters, New Orleans, defeated E. H. Hinzen, New York, 6—1, 6—2, 6—4; Watson M. Washburn, New York, defeated R. C. Van Vliet, California, 6—3, 6—1, 6—4; N. W. Niles, Boston, defeated R. M. Kirkland, Elizabeth, N. J., 6—1, 6—2, 6—1; Eugene Warren, California, defeated G. Clover, California, 6—4, 6—2, 6—2; Harry S. Parker, New York, defeated Irving Riker, New York, 6—2, 6—3, 6—1. Richard Stevens, Hoboken, defeated F. A. Fall, New York, 6—0, 6—2, 6—1; Maurice E. McLoughlin, Los Angeles, defeated Kenneth Hawkes, San Francisco, 6—1, 6—2, 6—4; R. Norris Williams, 2d, Philadelphia, defeated Robert Le Roy, New York, 6—4, 6—1, 7—5; Dean Mathey, Cranford, N. J., defeated A. W. Macpherson, Petrograd, 6—4, 7—5, 2—6, 8—6; E. P. Larned, New York, defeated G. W. Wightman, Boston, 3—6, 6—3, 6—3, 6—3; C. W. MacMullen, New York, defeated W. L. Pate, New York, 7—5, 3—6, 6—4, 6—2; 6—1; W. Merrill Hall, New York, defeated J. W. Anderson, Brooklyn, 6—3, 6—2, 6—3; William Rand, 3d, Rye, N. Y., defeated Walter R. Roberts, Hartford, Conn., 6—1, 6—1, 6—1; B. S. Prentice, New York, defeated R. D. Little, New York, 6—1, 6—4, 6—1; Karl H. Behr, New York, defeated James Weber, Chicago, 6—2, 6—2, 6—2.

William J. Clothier, Philadelphia, defeated Olin J. Sweet, Des Moines, Iowa, 6—3, 6—0, 6—3; S. H. Voshell, New York, defeated Philip Vandeventer, Princeton, 6—3, 6—4, 6—3; R. Lindley Murray, California and New York, defeated E. F. Thomas, Jr., Ridgewood, N. J., 6—3, 6—2, 6—3; T. R. Pell, New York, defeated F. B. Alexander, New York, 6—4, 6—3, 2—6, 6—3; R. L. Baggs, New York, defeated A. S. Cragin, New York, 2—6, 6—2, 6—3, 4—6, 6—4; G. A. L. Dionne, New York, defeated C. G. Burrows, 6—4, 6—1, 2—6, 6—4; W. E. Davis, California, defeated Roland Roberts, San Francisco, 7—5, 7—5, 6—3; Leonard Beekman defeated H. A. Throckmorton, Elizabeth, N. J., 6—4, 6—4, 7—5; William M. Johnston, San Francisco, defeated F. T. Hunter, New Rochelle, 6—1, 6—4, 6—4; George M. Church, Tenafly, N. J., defeated Ichiya Kumagae, 6—3, 6—3, 6—1; Lyle S. Mahan, New York, defeated H. R. Mixsell, New York, 6—2, 6—2, 7—5; C. A. Major, New York, defeated Richard Harte, Boston, 4—6, 6—4, 8—6, 8—6, 8—6.

STRIKE MAY MEAN NO WORLD'S SERIES

Teams May Travel by Auto or Boat, but Could Not End Season Before Cold Weather.

In anticipation of the impending railroad strike baseball managers have begun to worry about how the season's schedule will be played out. The managements of the Detroit and the New York Americans, now battling in this city, last evening started to make plans to insure the playing of their remaining games in the event of a tie-up in transportation.

As far as the intersectional games are concerned, the baseball men are not worrying, because jumps between cities in the West and between Eastern cities can be made by automobile, trolley, or, in some cases, by boat, but in the middle of September, when the Eastern clubs have to go West in the American League and the Western clubs of the National League come East, a serious problem may confront the baseball people.

Manager Hughie Jennings of the Detroits stated last night that his club would be home before Sept. 4, when the strike may be called, and all its games are to be played with clubs which can reach Detroit either by water route or by automobile.

The Yankees will play a double-header here on Labor Day with Boston, and on the following day they are due in Washington. Capt. Huston of the Yankees said last night that the trip to Washington might be made by water, and that when his club goes West to open at Detroit on Sept. 13 the trip is likely to be made by water up the Hudson, then by auto to the Lakes.

The serious aspect of the situation is that the season's baseball schedule may have to be set back at least a month. The engagements now booked cannot be kept on the listed dates in the event of a railroad strike, as traveling by water routes will consume so much time that it will be late in October before the schedule can be played out.

The American League season is scheduled to end on Oct. 4, when Washington plays at the Polo Grounds, while the National League season is due to close on Oct. 5, when the Giants wind up the season at Ebbets Field in Brooklyn.

After that comes the world's series, but in the event of a railroad strike the baseball men realize that the season will have to be extended well along toward the end of October and the world's series cannot be played until some date which will conflict with the college football season.

The situation presents a very serious problem, and it will take all the wits of the transportation men to solve the difficulty.

Secretary John B. Foster of the Giants, who is now with the club on its way East to Boston, where the team opens tomorrow, has already anticipated the transportation difficulty, and has outlined water routes whereby all the Western clubs of the National League can come East during the next month. The traveling, however, for clubs in both leagues will be so slow that it will be impossible to end the playing season until the end of October. In the clubs use the fastest of water routes and take advantage of the possibility of automobile trips it will be impossible to finish their schedules sooner than the end of October.

Baseball men last night cited last year, when there was mild weather right up to the first of November, but they are not overoptimistic that this will recur this season. If they are fortunate, they may be able to finish up their schedules before the cool weather comes, but the alternative of an unlimited delay confronts them, and it may be that the two major leagues will have to go without a world's series this season in the event of a railroad strike.

LUSH TO COACH MIDDIES.

Will Begin Work in Spring—Baseball Captain Not Yet Chosen.

Special to The New York Times.

ANNAPOLIS, Md., Aug. 30.—Billy Lush, former Yale athlete, and later a member of the New York American League team, but in recent years coach of college baseball and basket ball teams, has signed a contract with the Navy Athletic Association to coach the midshipmen next Spring. Lush, who will act as field coach under Lieutenant C. L. Needham of the navy, who has been designated as head coach, will succeed Steve Brodie, who was a member of the Baltimore Orioles back in the early nineties. Lieutenant Needham as head coach succeeds Lieutenant C. C. Gill, who has been detached from duty at the Academy and ordered to sea.

This has settled the problem of coach, but the athletic authorities are somewhat concerned over another matter. The Middies baseball players have not as yet been able to agree upon a captain for next year's team. Shortly after the close of the last season those who participated in the annual contest with West Point and were eligible to vote for leader met, but it is understood the vote was a tie. The election, it was understood, was to be made during the Summer practice cruise. The cruise ended on Monday, but no leader for 1917 has yet been chosen. The choice, it is said, lies between Harry C. Blodgett, pitcher, of New York City, and also a member of the football team of the last three years, and Edward J. Moran of Illinois, right fielder, who is also a member of the basketball and basket ball teams.

MISS SEARS WINS AT NET.

Defeats Mrs. Dahl, Swiss Champion, in Cedarhurst Tourney.

Miss Eleanora Sears of Boston signaled her entrance into the women's invitation tournament of the Rockaway Hunting Club yesterday by defeating the champion of Switzerland, Mrs. Knud Dahl, Jr., on the grass courts at Cedarhurst, L. I., and gaining semi-final brackets with Miss Molla Bjurstedt, national champion; Miss Ina Kissel, Middle States champion, and Miss Edith B. Handy of Staten Island. Miss Bjurstedt had no difficulty solving the play of Miss Margaret Taylor and winning at 6—3, 6—1.

The summary:

WOMEN'S INVITATION SINGLES—Second Round.—Miss Molla Bjurstedt defeated Miss Margaret Taylor, 6—3, 6—1; Miss Ina Kissel defeated Mrs. David C. Mills, 6—1, 6—2; Miss Edith B. Handy defeated Mrs. Robert A. Roy, 8—6, 0—6, 6—2; Miss Eleanora Sears defeated Mrs. Knud Dahl, Jr., 7—5, 7—5.

WOMEN'S INVITATION DOUBLES—First Round.—Mrs. N. L. Herrick and Mrs. Henry S. Parker defeated Miss Margaret Taylor and Miss Abbey Morrison, 3—6, 6—1, 6—1; Miss Ina Kissel and Miss Ethel Tyndall defeated Miss M. Almy and Mrs. H. S. Hadden, 6—1, 6—1.

Red Sox Get Walsh from Athletics.

PHILADELPHIA, Aug. 30.—Manager Mack of the Philadelphia Americans announced today that Outfielder Walsh had been released to the Boston Red Sox. The deal for Walsh is in part payment for Catcher Haley, who recently came to the Athletics from the Buffalo Club, in which organization the Boston Club has an interest.

BASEBALL

Yesterday's Results.

AMERICAN LEAGUE.

New York, 5; Detroit, 2.
Boston, 4; St. Louis, 0.
Chicago, 7; Philadelphia, 3.
Washington 3; Cleveland, 1.

NATIONAL LEAGUE.

New York, 6; Cincinnati, 5.
(Twelve innings.)
Brooklyn, 4; St. Louis, 1.
Boston, 1; Pittsburgh, 0.
(First game.)
Pittsburgh, 7; Boston, 6.
(Second game.)
Chicago, 2; Philadelphia, 0.

Standing of the Clubs.

AMERICAN LEAGUE.

	Won.	Lost.	P.C.
Boston	71	51	.582
Detroit	69	57	.548
Chicago	68	57	.544
St. Louis	68	58	.540
New York	66	58	.532
Cleveland	67	59	.532
Washington	59	62	.488
Philadelphia	27	93	.225

NATIONAL LEAGUE.

	Won.	Lost.	P.C.
Brooklyn	72	44	.621
Boston	69	45	.605
Philadelphia	67	49	.578
New York	56	58	.491
Pittsburgh	54	64	.458
St. Louis	55	67	.451
Chicago	54	68	.443
Cincinnati	46	78	.371

Where They Play Today.

AMERICAN LEAGUE.

Detroit at New York.
(Game starts at 3:30 P. M.)
St. Louis at Boston.
Cleveland at Washington.
Chicago at Philadelphia.

NATIONAL LEAGUE.

Boston at Pittsburgh.
Chicago at St. Louis.

DOYLE REFUSES TO PLAY.

Former Giant Traded to Cubs Wants Increase in Salary.

Special to The New York Times.

CHICAGO, Aug. 30.—Larry Doyle, who came to the Cubs along with several other players in exchange for Heine Zimmerman, saw President Weeghman this afternoon and announced that he would not play with the Cubs unless Weeghman enters into a long-term agreement, with an increase in salary over that called for in his contract.

It is expected that, unless Doyle observes his contract obligation, that Weeghman will suspend him without pay. Hunter, who came to the Cubs along with Doyle and Jacobson, made a good impression in his first game today at the North Side Park.

NO-HIT GAME FOR LEONARD.

Portside Twirler of Red Sox Gets Dire Revenge on Browns.

BOSTON, Aug. 30.—Dutch Leonard, who was knocked out of the box by St. Louis in the first game of yesterday's double-header, came back today and held the Browns without a hit or run, while Boston scored four runs off Wellman. Two men reached first base, but neither got to second. In the eighth inning Leonard passed Severeid, and in the ninth he gave a base on balls to Hartley, who had come in for Wellman.

Today's no-hit, no-run game was the second to the credit of the Red Sox this season. George Foster turned the trick against New York last June.

An examination of Captain Barry's hand today disclosed that a bone on the back of his right hand was fractured and that he would be out of the game probably for four weeks. The score:

BOSTON. (A.)	AB	R	H	PO	A
Hooper,rf	4	0	1	2	0
McNally,2b	4	0	0	1	2
Lewis,lf	4	0	1	6	0
Gainer,1b	4	0	1	8	0
Walker,cf	4	2	2	2	0
Gardner,3b	3	2	2	1	2
Scott,ss	3	0	0	2	4
Carrigan,c	3	0	1	3	0
Leonard,p	2	0	1	0	0
Total	29	4	10	27	8

ST. LOUIS. (A.)	AB	R	H	PO	A
Shotton,lf	4	0	0	2	0
Miller,rf	2	0	0	2	0
Tobin,rf	1	0	0	0	0
Sisler,1b	3	0	0	5	2
Pratt,2b	3	0	0	3	4
Marsans,cf	3	0	0	4	0
Severeid,c	2	0	0	4	1
Austin,3b	3	0	0	1	1
Hartley,ss	2	0	0	1	3
Wellman,p	2	0	0	1	1
aRumler	1	0	0	0	0
bHartley	0	0	0	0	0
Total	27	0	0	24	9

a-Batted for Miller in the seventh inning.
b-Batted for Wellman in the ninth inning.

Boston	0	2	0	0	0	2	0	0	—4
St. Louis	0	0	0	0	0	0	0	0	—0

Two-base hits—Hooper, Walker, Gardner. Three-base hit—Walker. Stolen bases—Lewis, Hooper. Sacrifice hits—Scott, Hooper. Double play—Austin, Sisler and Severeid. Left on bases—St. Louis, 2; Boston, 4. Bases on balls—Off Wellman, 1; off Leonard, 2. Hits and earned runs—Off Wellman, 10 hits and 4 runs in 8 innings; off Leonard, no hits and no runs in 9 innings. Struck out—By Wellman, 2; by Leonard, 3. Passed ball—Severeid. Time of game—One hour and thirty-five minutes. Umpires—Messrs. Owens and Hildebrand.

WHITE SOX TRIM MACKS.

Faber Holds Athletics at His Mercy and Chicago Wins, 7 to 3.

PHILADELPHIA, Aug. 30.—Chicago won from Philadelphia today by 7 to 3. Faber had the home team at his mercy, except in the fourth inning, when three hits netted two runs. Von Kolnitz made three singles and drove in three runs for Chicago. The score:

CHICAGO. (A.)	AB	R	H	PO	A
Leibold,rf	3	0	0	0	0
Weaver,ss	4	1	1	3	5
E.Collins,2b	3	2	1	0	4
Jackson,lf	4	1	2	0	0
Ness,1b	4	1	0	17	0
Felsch,cf	4	1	1	2	0
VonKolnitz,3b	3	0	3	2	0
Schalk,c	5	0	0	5	1
Faber,p	2	1	0	0	4
Total	34	7	8	27	15

PHILADELPHIA. (A.)	AB	R	H	PO	A
Witt,ss	4	0	0	4	4
Walsh,rf	4	0	0	2	0
Grimm,cf	4	0	1	0	0
Schang,lf	3	2	1	1	1
McInnis,1b	3	1	1	10	1
Pick,3b	3	0	1	0	3
Lawry,2b	3	0	0	1	3
Picinich,c	3	0	0	9	1
Sheehan,p	2	0	0	0	0
Myers,p	0	0	0	0	0
aMcElwee	1	0	0	0	0
Total	30	3	4	27	13

a-Batted for Sheehan in the eighth inning.
Errors—Von Kolnitz, McInnis, Pick, Picinich, Sheehan.

Chicago	0	0	0	1	1	1	0	3	—7
Philadelphia	0	0	0	2	0	0	1	0	—3

Two-base hit—Jackson. Three-base hit—McInnis. Sacrifice hits—Leibold, Ness, McInnis. Stolen bases—Weaver, (3,) Felsh, E. Collins, Ness. Struck out—By Faber, 5; by Sheehan, 5; by Myers, 1. Left on bases—Chicago, 10; Philadelphia, 2. First base on errors—Chicago, 2; Philadelphia, 1. First base on balls—Off Sheehan, 4; off Myers, 3. Hit by pitcher—By Faber, (Schang); by Myers, (Jackson.) Hits and earned runs—Off Faber, 4 hits, 2 runs in nine innings; off Sheehan, 7 hits, 2 runs in eight innings; off Myers, 1 hit, 3 runs in one inning. Wild pitch—Sheehan. Time of game—One hour and forty-five minutes. Umpires—Messrs. Chill and Connolly.

Southern Association.

Mobile, 2; Atlanta, 1.
(First game.)
Atlanta, 5; Mobile, 0.
(Second game.)
Birmingham, 1; New Orleans, 0.
(First game.)
Birmingham, 4; New Orleans, 4.
(Second game; called end 7th, darkness.)
Memphis, 3; Nashville, 0.
Little Rock, 9; Chattanooga, 2.

Eastern League.

Portland, 16; Lowell, 8.
(First game.)
Portland, 4; Lowell, 3.
(Second game.)
New Haven, 5; Lawrence, 4.
(First game.)
New Haven, 3; Lawrence, 0.
(Second game.)
New London, 8; Hartford, 5.
(First game.)
New London, 3; Hartford, 0.
(Second game.)
Worcester, 7; Bridgeport, 4.

BASEBALL TO-DAY, 3.30 P.M. N. Y. Americans vs. Detroit. Polo Grounds. Adv. Sat.—Adv.

VENGEFUL YANKEES BEAT COBB AND CO.

Donovan's Collection of the Lame and Halt Turns on Tigers and Rends Them.

Just by way of variety, the Yankees took a tumble out of the Detroits yesterday at the Polo Grounds by the sum of 5 to 2. Messrs. Ty Cobb, Sam Crawford, and Hughey Jennings appeared to be a little indisposed and therefore the tally of the pastime didn't go their way. Mr. Cobb showed his skill at making base hits where another player would only get a sacrifice. He got three yesterday, all of them being infield taps. Ty just gets hits because he has the speed. You can't beat him.

It is a good sight for baseball eyes to see Sam Crawford in the game. The last time the Jungaleers visited this burg Mr. Crawford was sojourning on the bench. Now he is back in the game, swinging with all the grace and precision of a perfectly manipulated drawbridge. Crawford has been swinging at curve balls this ever so many years and he still does it better than most of the youngsters.

Sam didn't get any hits yesterday save one, and that was because Bob Shawkey was pitching very fine ball. The three hits that Cobb got reflect no discredit on Shawkey, simply because the Georgia Gem purely and simply outraced the ball.

He is a great little ball player—this Cobb—he is great because he is always one thought ahead of the opposition. Roger Peckinpaugh can toss a ball over to first as fast as any of them, and yet Ty beat one of Peck's tosses yesterday.

The Yankees were on their toes yesterday and had the edge on no less than three of the Tiger flingers. First came James and he was pummeled off the mound in the third inning, giving way to Boland. Later Boland resigned in favor of a pinch hitter and a chap named Cunningham took up the task. There were no less than eleven hits stored away in the Yankee kit, which they had to got rid of, and they disposed of all of them. This made Mr. Jennings more or less peeved.

Attorney Jennings, the Scranton barrister, was right on the job every instant, and not once did he cease encouraging his charges to do their best or their worst. You could hear his voice at all stages of the game calling out, "Come on, Sam, touch every base." "Oh, you Ty, get on." "You, Donie Rush, hit it out to that green fence." To Tub Spencer he would say, "Hey you, Tub, hit it hard, but don't punish that poor ball."

When you come to think it all over, Attorney Jennings is perhaps one of the best talkers in any league.

The Yankees lost no time in taking the advantage. In the first inning Magee, who is playing second base, his first infield job this season, singled. Hughey High laid down a satisfactory sacrifice and Lee went to second, just as one would expect him to. When Peckinpaugh was tossed out at first by Pep Young, Magee went to third and he scored when Wallie Pipp banged a hit to centre.

The Tigers tied the score in their half of the third. James got an infield hit to short and rested on second on Peckinpaugh's bad toss. He went to third on Vitt's sacrifice, and when Tyrus Cobb beat out a tap to short James romped home with a fleeting run. The Yankees became very prosperous in their half of that same third inning. Shawkey got a single to right and so did Lee Magee. High foolishly fanned and Peckinpaugh singled, filling the bases. Pipp singled to short, scoring Shawkey, and Fritz Maisel banged a single to right, tallying Magee and Peckinpaugh.

At this moment Attorney Jennings substituted James from the pastime and put Boland to work. Oldring was the first man to face Boland, and what did he do but bang a single to left, scoring Wallie Pipp. Then Mullen fanned and ended the uprising.

In the sixth the Tigers got a touch of ambition and acquired one more run. With one gone, Bush singled to first and was forced by the great Cobb. Veach singled and sent Ty to third, and when Sam Crawford came forth with a perfectly fine single Cobb just naturally romped home. The score:

NEW YORK. (A.)	AB	R	H	PO	A
Magee,2b	4	2	2	2	4
High,lf	4	0	0	2	0
P'paugh,ss	4	1	2	1	4
Pipp,1b	4	1	3	16	1
Maisel,3b	4	0	1	0	3
Oldring,cf	4	0	1	2	0
Mullen,rf	4	0	1	2	0
N'maker,c	4	0	0	5	1
Shawkey,p	3	1	1	1	6
Total	34	5	11	27	19

DETROIT. (A.)	AB	R	H	PO	A
Vitt,3b	3	0	0	4	4
Bush,ss	4	0	1	2	3
Cobb,cf	4	1	3	1	0
Veach,lf	4	0	1	2	0
Crawford,rf	4	0	1	2	0
Burns,1b	4	0	1	11	0
Young,2b	4	0	0	3	3
Spencer,c	2	0	0	5	1
aHeliman	1	0	0	0	0
McKee,c	0	0	0	0	0
James,p	1	1	1	0	1
Boland,p	1	0	0	0	1
bHarper	1	0	0	0	0
C'ngham,p	0	0	0	0	0
Total	33	2	8	24	13

a-Batted for Spencer in seventh inning.
b-Batted for Boland in seventh inning.
Errors—Young, Boland, Cunningham, Peckinpaugh.

New York	1	0	4	0	0	0	0	0	—5
Detroit	0	0	1	0	0	1	0	0	—2

Two-base hits—Peckinpaugh. Stolen bases—Burns, Oldring, Pipp. Sacrifice hits—High, Vitt. Left on bases—New York, 6; Detroit, 5. First base on errors—New York, 1. Hits and earned runs—Off James, 7 hits and 5 runs in 2 1-3 innings; off Boland, 2 hits and no runs in 2 2-3 innings; off Cunningham, 2 hits and no runs in 2 innings; off Shawkey, 1 run. Struck out—By Shawkey, 4; by James, 1; by Boland, 2. Time of game—One hour and fifty-six minutes. Umpires—Messrs. O'Loughlin and Evans.

SENATORS HAVE EASY TIME.

Indians Fail to Hit Gallia Effectively and Lose by 3 to 1.

WASHINGTON, Aug. 30.—Washington easily defeated Cleveland, 3 to 1, today. Of the se

AHMEEK, ONE OF BOSTON'S CHALLENGERS, TAKES MANHASSET BAY CUP

BOSTON BOAT WINS MANHASSET TROPHY

Ahmeek, with a First Place, a Third, and a Fourth in Three Races, Gets Coveted Cup.

NAHMA SECOND ON POINTS

Anita of the New Rochelle Fleet, Aided by Superior Seamanship, Takes the Final Contest.

Record of Manhasset Bay Cup Races—Third and Decisive Contest.

Yacht and Club.	Yesterday's Elapsed Time.	Pts. in Three Races
Anita, New Rochelle Y. C.		
New Rochelle, N. Y.	3:43:09	28
Wasaka II., South Boston Y. C., Boston, Mass.	3:47:27	31
Bernice, Manchester Y. C., Manchester, Mass.	3:59:34	18
Ahmeek, Quincy Y. C., Quincy, Mass.	3:59:52	37
Ellen, Eastern Y. C., Boston, Mass.	4:01:29	18
Nutmeg, Boston Y. C., Boston, Mass.	4:02:48	29
Nahma, Indian Harbor Y. C., Greenwich, Conn.	4:03:08	34
Britomart, Corinthian Y. C., Marblehead, Mass.	4:07:04	27
Aleda, Manhasset Bay Y. C., Port Washington, N. Y.	4:14:39	18
Hayseed, Gloucester Y. C., Gloucester, Mass.	4:17:10	14
Joyant, Larchmont Y. C., Larchmont, N. Y.	4:17:35	28

Anita won by 4:18 from Wasaka, second, 2:07 ahead of Bernice, third, 0:18 ahead of Ahmeek, fourth, 1:37 ahead of Ellen, fifth, 1:37 ahead of Nutmeg, sixth, 0:20 ahead of Nahma, seventh, 3:56 ahead of Britomart, eighth, 7:35 ahead of Aleda, ninth, 2:31 ahead of Hayseed, tenth, 0:25 ahead of Joyant, eleventh.

Boston has won the coveted Manhasset Bay Cup, and the trophy which seven Class P yachts from New England waters came down here to capture will rest for a year at least in the trophy room of the Quincy Yacht Club at Quincy, Mass. Ahmeek, sailed by the best sailor of Boston's Corinthian crowd, Charles Francis Adams, won the trophy on points by finishing first in the first race of the series, sailed in a howling gale; third in the second, sailed in the lightest of winds; and fourth in yesterday's final race, which went through the stages of a fairly fresh wind, a drifting match in a dead calm and, at last, a good smart breeze from the southwest. This gave her thirty-seven points.

Nahma, the defender, which represented the Indian Harbor Club, scored but thirty-four points, finishing third in the first race, winning the second, and finishing seventh in yesterday's race. The next highest number of points, thirty-one, was won by Wasaka, representing the South Boston Yacht Club, which was second in the first and third races and tenth in the second. The latter yacht is the rechristened yacht Josephine, with which Addison G. Hanan last year won the cup on Lake Michigan for the Indian Harbor Yacht Club.

Yesterday's race was won by Anita, the light weather boat among the New York representatives, owned by George Granberry, and representing the New Rochelle Yacht Club in the series. She was admittedly the forlorn hope of the defending fleet, but her owner and Fred W. Goeller, who was at the tiller during most of yesterday's race, showed winning tricks to all the other skippers and she won rather because of superior sailing and a good bit of luck than because she was the best boat in the fleet, which not even her owner will claim.

Boston Yachtsmen Confident.

Before Tuesday's race and Nahma's victory the Boston men had been confident in their assertions that the cup would go back to Boston, and some of their followers were ready to bet good money on it, though none of them would go so far as to name a single boat which would capture the cup. On the contrary, they dodged that point, and only generalized on the certain capture of the cup. This had led to gossip of teamwork on the part of the Boston skippers as against the New York boats.

As the rules provided that each yacht should sail as an individual and not as a member of a team, New Yorkers were rather loath to accept the possibility of this violation of the ethics of the contests. But the talk that the cup would be won persisted, and was finally called to the attention of the committee. Its members, too, trusted to the sporting spirit of the Boston yachtsmen, and did nothing in the way of warning owners, as they wished no scandal attached to the races.

When the yachts lined up for the start yesterday afternoon for the race of sixteen miles over a windward and leeward course the fact that the Boston yachts were to work as a team to defeat Nahma and Joyant was very evident in the jockeying for the start. Wasaka, Bernice, and Nutmeg hung to Nahma and tried to baffle every movement of her skipper for a free run to the starting line, where she could get at and race Ahmeek, boat for boat, the one thing she had to do to keep the cup, as the two were tied on points. Hayseed dogged Joyant on the leeward end of the line and kept between her and Ahmeek, the latter protected on the other side by Ellen and Britomart.

Yet at the start Hanan got the best of his tormenters and was away in about the middle of the line, shaking off both Wasaka and Bernice on the windward side and Nutmeg on the leeward, and in five minutes from the start Nahma was clear and in the lead of the fleet, with Ahmeek, to leeward, chasing her as rapidly as possible.

Hayseed to Windward of Joyant.

Joyant was not as happy in her start. Hayseed got to windward of her, even though Joyant was so close to the committee boat when the signal was given that her bow was actually across the line, but she escaped a recall by a second or so, for she shot across the line in the lead immediately on the sounding of the signal. Hayseed was not two seconds behind, and on her weather side, so that she had the better position for a fight. Anita and Aleda, which were apparently not considered worth the attention of the challengers, had the weather end of the line, crossing in company far away from the rest of the fleet. Britomart and Ellen brought up the rear. All were on the port tack except Joyant and Hayseed, which were on the starboard and at once started off to the eastward.

Ten minutes after the start Nahma had such a lead that she was able to come about and cross the Ahmeek's bows, and the sharps at once decided that this was the beginning of the end of the race and that the cup would stay at Greenwich, particularly as Wasaka was in a position where she could do no damage to Nahma.

Meantime Anita had gone off to the westward, bucking a head tide and trusting to luck for what did happen before the boats had been sailing a half hour—a fall in the velocity of the wind. The wind fell to a dead calm, which caught all the craft and left them at the mercy of the then changing tide. Hayseed and Joyant kept on to the eastward, with Ellen following them as best she could, and helping to prevent the Larchmont representative from coming about to better her position.

When about half way across the Sound Mr. Adams discovered that the despised Anita was away ahead and making a course that would inevitably fetch her to the first mark well in the lead. He at once broke tacks with Nahma and went after the New Rochelle representative. Instead of following suit, Mr. Hanan persisted in making for the Long Island shore to make the mark from that point, and by his neglect to chase Ahmeek lost the race right then and there. Joyant, away to the eastward, could give him no help and was forced to go two or three miles before she was allowed to come about and point for the mark from an impossible position on the Long Island shore.

Anita Piles Up Long Lead.

Anita's tactics or luck enabled her to make the first mark at 2:19:40, thirty-seven minutes ahead of Wasaka, which had chosen a middle course for her tack to the mark. Ahmeek was three minutes behind her, while Nahma was over three-quarters of an hour behind Ahmeek. Joyant did not fetch the mark until Anita was ready to make the turn at the second mark after the run home.

From that point the race became a procession, with Anita in the lead and Ahmeek trying to get as near to the front as possible in order to get the required number of points to win. Nahma could do nothing at all, as Nutmeg and Ellen had her in a comfortable pocket, from which it was impossible for Mr. Hanan to extricate himself, as his every movement was anticipated and blocked very cleverly by one of the two. A couple of other Boston boats were always at hand, too, to help in case their assistance was needed. Ahmeek was their champion, the only possible winner of the cup, and they gave her all the aid they could by very cutely keeping Nahma and Joyant away from her. They did not worry about Anita, as she could not possibly win the cup or make a third race necessary.

From the Boston point of view the race was splendidly handled by their teamwork. Anita swept across the line at 4:53:09; winner of the race from Wasaka by four minutes and eighteen seconds, Bernice following two minutes later, with Ahmeek eighteen seconds in her rear. With Ellen and Nutmeg intervening, Nahma followed ten minutes behind Anita and four behind Ahmeek. Both Nahma and Joyant, the latter the last of the fleet to finish, crossed the line with protest flag flying. As neither was interfered with by Ahmeek the protests could avail nothing as against the Quincy boat winning the cup, even if allowed.

NEW BOAT FOR R. A. C. SMITH

Dock Commissioner's Yacht to be Ready for Use in a Week.

A new yacht built for Dock Commissioner R. A. C. Smith for use on the waters of the Sound was launched on Monday from the yards of the builders at Morris Heights in this city. Commissioner Smith's daughter, Mrs. Kenner Easton, christened her Privateer as she slid into the waters of the Harlem River.

Equipped with two six-cylinder gasoline motors the new craft is expected to develop a speed of twenty-five miles an hour and takes her place in the very popular class of express cruisers which are now found all along the Sound and on the Hudson River as pleasure craft. The Privateer is 72 feet over all, with a beam of 11 feet and 3 inches, and a draft of 3 feet, 3 inches. She has ample accommodations for the owner and his family, the crew and guests for cruising trips during the week-end trips for which the Privateer is progressively designed. The new craft will be in commission within a week and will make Greenwich, Conn., where the commissioner has a Summer residence, her home port.

NEW YORK OARSMEN ENTER.

Several from This City to Compete on Schuylkill Monday.

Special to The New York Times.

PHILADELPHIA, Aug. 30.—The Regatta Committee of the Middle States Rowing Association met at the Colonnade Hotel and announced the entries for the Middle States Regatta to be rowed on the Potomac River at Washington on Labor Day. The meeting was attended by members from Baltimore, Washington, New York City, and representatives of the Schuylkill navy.

It was found that fifty-seven of the best crews of the East would cross blades in the Labor Day classic, entries having been received from Pittsburgh, Buffalo, Washington, Baltimore, New York, Richmond, Va., Alexandria, Va., and this city.

The Schuylkill navy leads the list in number of entries made with nineteen crews; Quaker City bladesmen will be found on the starting line in fifteen of the seventeen races.

The New York entries follow:

Junior Single Sculls.—Theodore Marceau, New York A. C., and Samuel Seegal, Lone Star B. C., New York.

Intermediate Single Sculls.—David S. Malmin, Lone Star B. C., New York.

Association Single Sculls.—J. J. Hughes, Atalanta B. C., New York; William Hannegan, New York A. C.; David S. Malmin, Lone Star B. C.; Charles J. Sheehan, Celtic Rowing Club, Buffalo, and John Keenan, Nonpareil B. C., New York.

Senior Single Sculls.—Louis Zoba, Ravenswood B. C., Long Island, and R. H. Pearce, Nonpareil B. C., New York.

Junior Double Sculls.—Atalanta B. C., New York, William J. Sullivan, bow, and W. Whitbeck, stroke.

Senior Double Sculls.—Ravenswood B. C., Long Island, William J. Murray, bow, and Louis Zoba, stroke.

TRAFFIC CLUB PLAYS GOLF.

Sixty Play or Watch Competitions on Haworth Links.

Members of the Traffic Club of New York forgot their business troubles—real, imaginary, and prospective—yesterday and journeyed to the Haworth Country Club's links for their annual golf outing. About sixty persons, including many ladies, were present. The leaders in the eighteen-holes medal play handicap were:

Class A—R. L. Belding, 94, 20—74; L. C. Bostwick, 92, 14—78. Class B—H. H. Benedict, 97, 27—70; J. Barber, 97, 22—75.

R. C. Smith and W. S. Cowie won the prizes for the lowest gross scores, with 88 and 89, respectively. The blind bogey was 79, and was won by Carl Metzler and Stanton Price. E. L. Cale won the beginners' contest. Miss Doris Harris was the winner of the ladies' putting contest on the clock green with the low score of 23. Mrs. W. S. Cowie was second.

Police in Meet on Saturday.

The Police Department's best athletes will be among the contestants in the postponed eighth annual field day of the Traffic Squad Benevolent Association which will be held on Saturday at Witzel's Point View Grove, College Point, L. I. August Gennerich, George T. Sheridan, Pat McDonald, William Irving, Jack Skelly, and Billy Gould are among the contestants in the closed events.

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R. O. SULLIVAN'S
On sale at all Liker Drug Co., Liggett Drug Co., United Cigar Stores and all Schulte Cigar Co. Stores; also all first class dealers.
Largest selling brand of 10c Cigars in the world.
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TWO PAIRS IN TIE AT SHENECOSSETT

Healey and Hutchinson Win the Play-off in Curtain Raiser of Golf Tournament.

Special to The New York Times.

NEW LONDON, Con., Aug. 30.—Daniel P. Healey of St. Andrew's, paired with Jock Hutchinson of Pittsburgh, runner-up to Chick Evans in the national open championship at Minikahda, won the amateur-professional four-ball contest here today, after a tie with H. S. Lake of Hartford and MacDonald Smith, former metropolitan open champion. The amateur-professional contest is a preliminary to the Shenecossett open tournament, which starts and ends here tomorrow with thirty-six holes of medal play.

At the conclusion of the first round it was found that Smith and Lake had a card of 38 out and 33 in for a total of 71 to balance a 35 out and 36 in for the same total credited to Healey and Hutchinson. The last named pair played the steadier golf, confining their attention to getting every hole in from three to five strokes. Lake and MacDonald Smith, however, took two sixes on the outward journey, and it took a liberal application of threes on the homeward trip to reduce the swelling sustained by the score before the turn was reached.

The cards were as follows:

H. S. Lake and MacDonald Smith—										
Out	4	4	3	3	6	3	6	4	5	—38
In	4	5	4	3	4	3	3	4	3	—33—71
Daniel P. Healey and Jock Hutchinson—										
Out	4	4	4	3	4	3	4	4	5	—35
In	4	5	4	3	5	3	3	4	3	—36—71

The play-off of the tie in the afternoon was the only exciting event of the day, and it was followed by a large gallery. The play was of the up-and-down order, with brilliant shots alternating with three putts from incredibly short distances. The two amateurs were hitting long balls from the tees, but their wildness kept them in the rough and the traps for a large part of the afternoon. The Shenecossett traps and rough are easy to get into and hard to emerge from, and after playing attempted recovery shots on several occasions both Healey and Lake found that their last state was worse than their first.

Heal and Hutchinson picked up a stroke on their opponents on the 467-yard fifth hole, where the Pittsburg pro reached the green in two shots and took a 4, while both Lake and MacDonald Smith investigated the traps on the way to the hole, finding plenty of sand and trouble in each and every one of them.

The short sixth hole furnished a shin-example of how golf should not be played. Healey reached the green and took three putts. Hutchinson put his ball out of bounds. Lake wandered from one pit to another, and, after taking great pains to make a good recovery from the trap short of the green, Smith took three utts with perfect ease and nonchalance.

At the turn Healy and Hutchinson were leading by three strokes, the totals being 37 to 40. On the 170-yard thirteenth, Hutchinson sank a twenty-five foot putt for a 2 in 3, to be outdone by such a performance, MacDonald Smith curled a long one into the cup for a 3 on the next hole, but the damage had been done on the earlier holes and the pursuit of Healey and Hutchinson was hopeless.

The cards of the play-off were as follows:

WELSH.		WHITE.	
30	Age	25	
5 ft. 7 in.	Height	5 ft. 6½ in.	
133 lbs.	Weight	138 lbs.	
6¾ in.	Reach	71 in.	
15¼ in.	Neck	16¼ in.	
37 in.	Chest, normal	35½ in.	
39½ in.	Chest, expanded	38½ in.	
30 in.	Waist	26 in.	
20¼ in.	Thigh	19 in.	
8 in.	Ankle	8 in.	
14½ in.	Calf	13 in.	
13¼ in.	Biceps	12 in.	
10¾ in.	Forearm	11 in.	
6¾ in.	Wrist	7 in.	

The 133 pounds indicates the weight each man can do. They are to weigh in for this contest, however, at 135 at 9:00 o'clock on the morning of the bout. They are both within easy striking distance of the stipulated poundage.

A week before the date of the contest it is hard for even an expert on form to choose between them. Nate Lewis, White's manager, and the admirers of the Chicago boy are naturally particularly sweet on his chances. He is walloping his sparring partners around with a vim that is certainly impressive, and the altitude does not seem to affect him in the least. Welsh, too, seems as fast as a streak of greased lightning and never looked in better form. If they were thrown into the ring today they could probably box at top speed.

Seats for the contest are being sold fast. The prices range from $3 admission up to $15 for ringside box seats, and the arena is designed to seat 20,000. Confident prophecies are made that there will not be a vacant spot when the two lightweights climb through the ropes. If this should prove true there will be but a couple of matches in the history of boxing to show larger gate receipts.

Boxing Bouts Tonight.

Clermont A. C., Brooklyn — Johnny Howard vs. Billy Miske. Ten rounds.

Arverne S. C., Arverne, L. I.—Irish Patsy Cline vs. Young Rector; Larry Hanson vs. Sailor George Volk. Both ten-round bouts.

McVey to Box Devere in Chile.

SANTIAGO, Chile, Aug. 30.—Sam MacVey of California, heavyweight champion pugilist of Australia, and Bob Devere arrived here today, the two men having been matched to fight twenty rounds on Sept. 3 for a purse of $6,000.

KENAN TO COACH WESLEYAN

Former Captain of Middletown Eleven Succeeds Eustis.

Special to The New York Times.

MIDDLETOWN, Conn., Aug. 30.—Dan C. Kenan, a former full back at the institution, has been appointed football coach at Wesleyan to succeed Dick Eustis, who has been coach here for two years and who has resigned. Kenan comes from El Paso, Texas, and was graduated from Wesleyan in 1912. He captained the team and played full back during his senior year. Kenan was assistant coach at Wesleyan under Eustis last year, and also acted as an assistant in the gymnasium. Kenan is a member of the Delta Kappa Epsilon fraternity.

DUNDEE PUMMELS WELLING.

Italian Lightweight Carries Off Honors Easily at Garden.

Johnnie Dundee, the fiery little local Italian lightweight, made Joe Welling, of Chicago, appear almost like a novice at Madison Square Garden last night and at the clang of the bell at the end of the tenth round the local lad had an accumulation of points which was insurmountable. Welling fell far short of fulfilling the expectations of enthusiasts, but he, nevertheless, showed a willingness at all times and a dominant courage that earned him many friends in the fair crowd of spectators.

From the very start Dundee dissipated any hope that the laurels would go to his adversary. He started the bout with a rush and continued the same pace to the final bell, and it was this aggressive and furious display on the part of the Italian that went to make it one of the most interesting ten-round bouts between lightweights that has been staged here in many months.

There was little difference in the matter of weight. Dundee registered 132 pounds, and Welling tipped the scale two and one-half pounds higher, both weighing in stripped, ringside. In height and reach, however, Dundee was at a disadvantage. However, he had little trouble in exchanging blows at long range and countering effectively.

All of Dundee's tricks, well known to local followers of the sport, were brought into play, and never did they fail of their intention. The bounding little Italian glided about the ring, stinging the Chicago lightweight with left hand jabs and escaping without a return. At other times Dundee would fall back on the ropes and, rebounding, would smash either right or left into Welling's stomach or face, which blows had the effect of making the visitor hold in several of the closing rounds while clinched.

The Italian displayed tactics which completely bewildered Welling. In every round with the exception of one the local lad took the honors easily. The exception was the ninth session, when Welling caught Dundee coming at him with a chop to the jaw, but the blow had little effect, and Dundee battled furiously to the bell.

In every other session Dundee hit Welling when and where he pleased. At times it appeared that he was giving the Chicagoan a lesson, so astonishing was his speed and agility. In the fourth, and ninth rounds Welling landed with a stiff right cross to the jaw, but these blows only made the local lad fight more energetically.

WELSH AND WHITE READY.

Both Lightweights Are in Fine Condition for Monday's Bout.

COLORADO SPRINGS, Col., Aug. 30.—Freddie Welsh and Charley White, champion and challenger, in the world's lightweight championship battle which is to be decided at Colorado Springs under the auspices of the Hundred Million Dollar Club on the afternoon of Labor Day, Sept. 4, have been put under the tape by the official physician of the club, Dr. Lennox, with the following result:

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JACK MOUNT SHOWS WAY TO YOUNGSTERS

Coe's Two-Year-Old Takes Mineola Selling Race at Belmont, Beating Wistful.

Jack Mount, the imported son of Amadis, from the stable of W. R. Coe, gained an easy victory in the Mineola selling race for two-year-olds, the feature of the second day of racing at Belmont Park yesterday. There were only four starters in the race at the last moment Richard T. Wilson's Straight Forward being withdrawn. Second money went to Gifford A. Cochran's Fairy Wand, with Wistful, bearing the Butler colors, receiving the short end of the purse.

Although Wistful, the favorite, was defeated by Jack Mount, the victory was a popular one with the crowd, as the Coe silks have been seen in front but a few times this season. The winner is an English youngster bought at Newmarket last year for his present owner by A. J. Joyner and has been rather a disappointment as he has not come up to expectations. But yesterday's victory partly atoned for his poor running in the past.

The distance was six furlongs over the straightaway course and, as is frequently the case with these races, there was some bumping and swerving. The quartet of juveniles got off well together. The winner and Fairy Wand raced in close company for the first half mile, but McTaggart, who had the mount on Jack Mount, had all he could do to keep the youngster at his work, and he frequently had to go to the whip.

Entering on the last furlong the winner swayed and bumped into the Cochran entry, knocking her out of her stride. This left the field practically clear to the son of Amadis, who came on by himself to win by four lengths. It would be hard to say what was the matter with Wistful. This fleet little Star Shoot filly did not show her usual form and was outrun throughout.

Waiting until the last jump before taking the lead, Woelke, on L. Wood's Louvois, won one of the best steeplechases of the season. The event was for three-year-olds and upward which have never won a race of the value of $700; the course was the usual two miles. There were seven starters and every one of them stood up the whole distance. At the drop of the flag Raccoon went out in front and increased his lead at every jump until at the beginning of the second mile he was twenty-five lengths ahead of the other contestants. But the early efforts of the leader in his attempt to kill off the field had been too much for him and in the last quarter of a mile he slowed up, with the result that the winner and Faker caught him at the start of the stretch run and the trio raced home together. In the final sixteenth Louvois drew away from the other two and had four lengths to spare at the finish, while Faker beat Raccoon a length for the place.

In the opening event, for three-year-olds and upward at a mile and a sixteenth, the Cleveland Stable's Fuzzy Wuzzy went to the front at the start and made every pole a winning one. The gelding just lasted long enough to stave off the strong finish made by Longfellow, which was coming like a house on fire toward the end and would undoubtedly have won had the finish been a few feet further. Ahara, always a contender, was outrun by Longfellow and defeated for the place.

Scratches in the Far Rockaway Handicap cut the card in half and there were only five starters in this all-age event at six furlongs, which went to Gifford A. Cochran's Prince of Como, making the sixth victory this season for the speedy son of Disguise. The winner went out in front at the start and held the lead at every pole and, although under a strenuous drive from the last furlong to the finish, scored in clever manner. Hank O'Day was always at the winner's heels, but was never able to get to the front and finished a length behind. Imsa Frank, from the Beverwyck Stable, raced in rare form for the first five furlongs, but nearing the finish she ran out badly, losing whatever chance she may have had of winning the race.

Two sons of Rock Sand took part in the event for three-year-olds at a mile. They were Half Rock and Delancey. The former came in second, while the Belmont entry was last in a field of five. The winner turned up in Gifford A. Cochran's Air Man, making the second victory of the day for this popular young owner. Delancey has been a disappointment to the Chairman of The Jockey Club, who at one time though; that the colt would be as great a performer as Friar Rock.

The summaries, with straight, place and show odds:

FIRST RACE.—For three-year-olds and upward, selling; purse $500; one mile and a sixteenth. Time—1:48 2-5.
Fuzzy Wuzzy, Cleveland Stable's b. g., 5 years, 116 pounds, by Ildrim-Skirts. 4 to 1, 8 to 5, 4 to 5. (G. Byrne).....1h
Longfellow, Mrs. E. Arlington's b. g., 5, 120. 10 to 1, 4 to 1, 2 to 1. (P. Louder)..2h
Ahara, C. R. Fleischmann's br. c., 4, 120. 8 to 5, 7 to 10, 1 to 3. (J. Butwell)...3d
Rose Water, O'Sullivan, Juliet, Malfou, Fairweather, Venture also ran.

SECOND RACE.—For all ages; the Far Rockaway Handicap, with $800 added; six furlongs, main course. Time—1:13 3-5.
Prince of Como, G. A. Cochran's b. g., 3 years, 119 pounds, by Disguise-Plandin, 4 to 1, 3 to 2, 3 to 5. (R. Troxler).....1h
Hank O'Day, A. K. Macomber's br. g., 4, 120, 18 to 5, 7 to 5, 1 to 2. (J. Butwell).2nk
Ima Frank, Beverwyck Stable's ch. f., 3, 104, 16 to 5, even, 2 to 5. (E. Ambrose)..3d
Xylon, (imp.,) and Hauberk also ran. Hanson, Fellowship, Tea Caddy, Delancey, and Rhine Maiden scratched.

THIRD RACE.—For three-year-olds and upward which have never won a race of the value of $800, purse $600; one mile. Time—142.
Air Man, G. A. Cochran's br. c., 3 years, 108 pounds, by Waterboy-Colonial, 8 to 5, 1 to 2, out. (R. Troxler).....1½
Half Rock, A. Garson's ch. c., 4, 110, 13 to 5, 3 to 5, out. (T. Davies).....2d
Oratorium, J. C. MacManus's b. c., 4, 111, 15 to 1, 4 to 1, 7 to 5. (G. Byrne).....3h
Success and Delancey also ran.

FOURTH RACE.—For two-year-olds; the Mineola, selling, guaranteed cash value $1,500; six furlongs, straight. Time—1:12.
Jack Mount, (imp.,) W. R. Coe's b. c., 110 pounds, by Amadis-Catana, 9 to 2, 6 to 5, out. (J. McTaggart).....1d
Fairy Wand, G. A. Cochran's ch. f., 107, 7 to 2, 9 to 10, out. (R. Troxler).....2h
Wistful, J. Butler's ch. f., 115, 3 to 4, 1 to 4, out. (A. Schuttinger).....3½
Kildee also ran. Straight Forward scratched.

FIFTH RACE.—For three-year-olds and upward, which have never won a race of the value of $700, with $600 added; about two miles. Time—4:20.
Louvois, L. Wood's br. f., 4 years, 136 pounds, by Electioneer-L'Orient, 9 to 10, 1 to 3, 1 to 8. (E. Wolke).....1d
Faker, W. P. Spurgeon's b. g., 4, 138, 5 to 1, 8 to 5, 7 to 10. (F. Williams).....2d
Raccoon, H. W. Sage's b. g., aged, 135, 9 to 2, 8 to 5, 4 to 5. (J. Williams).....3h
J. R. Johnson, Johnnie McKay, Meshach, Rualia also ran. Martasha scratched.

SIXTH RACE.—For two-year-olds, which have not won $600, purse $500; five and a half furlongs, straight. Time—1:06.
Nebraska, J. E. Madden's b. c., 112 pounds, by Ballot-Star of the West, 11 to 5, 7 to 10, 1 to 3. (A. Schuttinger)..1½
Burlesque, G. A. Cochran's b. f., 109, 9 to 5, 7 to 10, 1 to 4. (R. Troxler).....2d
Woodtrap, A. Belmont's ch. c., 112, 8 to 1, 3 to 1, even. (E. Haynes).....3d
Star Pinch, Sortie also ran. Jack Mount (imp.,) Intriguer scratched.

TODAY'S BELMONT CARD.

FIRST RACE.—For two-year-old maidens, selling, five and a half furlongs, straight. Ponce de Leon, 114; Glitter, 108; Sanscrit, (imp.,) 106; Bootle's Baby, 98; Moonlighter, (imp.,) 106; Precise, 110; Glanaginty, (imp.,) 114; Odds and Ends, 98.

SECOND RACE.—For three-year-olds and upward, handicap, selling; one mile and a sixteenth. Fennouse, 113; Blue Thistle, 119; Lady Hunt, 100; Ruskar, 100.

THIRD RACE.—For three-year-olds and upward, selling, six and a half furlongs, main course. Far Away, 108; Virginia W., 106; Striker, 118; Excelsior, 105; Burglar, 105; Benjamin, 105; Chesterton, 115; Tinsel Bell, 112; Flag Day, 105; Salon, 110; Natshon, 118; Plumese, 110; Andes, 122; Malabar, 112; Brave, 107.

FOURTH RACE.—For all ages, Autumn highweight handicap, six furlongs straight course, 118; Mont D'Or II., (imp.,) 133; Lena Misha, 122; Short Grass, (imp.,) 135; Hidden Star, 112.

FIFTH RACE.—For three-year-olds and upward, steeplechase; about two miles. Kenworthy, 142; Chori's Girl, 143; Maid, 142; Alley, 132; Rusila, 140; Dorcris, 142; Expectation, 145.

SIXTH RACE.—For two-year-old fillies, conditions, five and a half furlongs, straight. Farce, (imp.,) 101; Wingold, 101; Golden Rod, 101; Curve, 101; Marie Odile, 115; Mother Machree, 101; Sisaga, (imp.,) 101; Merry Thought II., (imp.,) 101; Black Vote, 01; Vixen, 107.

MANY ENTRIES IN 'CHASES.

Early Nominations for United Hunts Fixtures Are Gratifying.

That steeplechasing will continue to be the main attraction at the hunt meetings this Autumn is indicated by the preliminary entries received by the United Hunts for the two principal races, the Autumn Steeplechase having received twenty-four nominations and the Queens Steeplechase, at three miles, twenty. These figures will doubtless be increased materially at the final closing on Monday, Sept. 11.

The following officials for the meeting, which takes place Wednesday, Sept. 27, and Saturday, Sept. 30, have been appointed: Stewards—Joseph E. Davis, August Belmont, and H. S. Page; Judges—H. Ki Bourne and W. L. Powers; Handicapper—Frank J. Bryan; Starter—Mars Cassidy; Patrol Judges—E. S. Voss, F. B. Voss, J. Schuyler Casey, and C. W. Fisk; Paddock Judge J. E. Hall; Clerk of the Scales—H. P. Conkling; Clerk of the Course—George W. Gall.

Athletics Popular at Wisconsin.

During the last semester at the University of Wisconsin 1,400 of the 3,478 men students enrolled took part in either athletic or gymnasium work, about 250 of whom reached intercollegiate squads in some sport. Track sports were the most popular, with 76 reaching the university squads, baseball next, with 51 on the squad, and 21 got into swimming competitions, 20 into wrestling, 18 into basketball, 20 were in golf competitions, 40 in tennis, 16 in the gymnastic teams, while but 4 went in for fencing.

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MABEL TRASK TOO FAST FOR RIVALS

Speedy Trotter Adds Hudson Valley Stake to Her Season's Grand Circuit Victories.

POUGHKEEPSIE, N. Y., Aug. 30.—Thomas W. Murphy captured two more races at the Poughkeepsie Grand Circuit meeting today, driving Expressive Lou to victory in two straight heats in the Guy Axworthy for three-year-old trotters eligible to the 2:17 class, and winning two of the three heats in the Poughkeepsie for 2:15 trotters, with Brisac.

The Poughkeepsie trainer was also second with Azora Axworthy in the Hudson Valley for 2:12 trotters, which was won by Mabel Trask, driven by Walter R. Cox, in three straight heats. Azora Axworthy, after making a break in the opening heat, led in the second and third heats until the home stretch was reached, when Mabel Trask moved up and took command. The time was not fast, the best mile being in 2:07¼ in the second heat.

General Todd had the speed of the party in the first two heats of the 2:05 pace, winning in 2:05½ and 2:06¾. In the third heat he got a poor start and soon went to a break which made him a bad last. The pacer showed sensational speed on the far turn when he overtook the field, but the effort told on him and he was not able to beat Russell Boy.

A break cost Brisac the first heat of the Poughkeepsie for 2:15 trotters, which went to Baron Frisco, but the Murphy mount annexed the following two with comparative ease. The summaries:

THE HUDSON VALLEY, 2:12 TROT.
Purse, $2,000.

Mabel Trask, ch. m., by Peter the Great, (Cox)	1	1	1
Azora Axworthy, b. m., (Murphy)	6	2	2
Esperanza, b. m., (Durfee)	2	4	6
*Junior Watts, b. h., (Rea)	3	5	4
*Caroline, b. m., (Rodney)	5	4	3
Belzona, b. m., (Young)	4	6	5
Sweet Spirit, b. m., (Ackerman)	Dis.		

*Junior Watts and Caroline divided fourth money.

Time—2:10½, 2:07¼, 2:08¾.

THE GUY AXWORTHY.

For three-year-old trotters eligible to 2:17 class. Purse, $2,000.

Expressive Lou, b. f., by Atlantic Express, (Murphy)	1	1	
Native Judge, b. c., (Murray)	2	2	
Steinmetz, br. g., (Dickerson)	3	3	
Libya, br. f., (Corwin)	8	3	
Brownie Watts, br. f., (Rod

DIRECTORS UPHOLD WHITRIDGE'S STAND

Third Avenue Board Puts President in Charge of Negotiations with Men.

RISE SAID TO BE IMPOSSIBLE

Public Service Commission to Ask Railway Head to Explain What He Calls "Baseless Attacks."

Reported divisions among the Directors of the Third Avenue Railroad Company, resulting from the recent strike of its service employes, were not evident yesterday when Frederick W. Whitridge, President of the company, attended the quarterly meeting of the board. It was the first time Mr. Whitridge had met with the Directors since he sailed for Europe a few days before the first of the strikes were called on the lines of the Third Avenue Company's subsidiary systems in Westchester County.

Mr. Whitridge received power from the board yesterday to take charge of the negotiations with the ex-strikers, which have been in the hands of Edward A. Maher, Sr., Vice President and General Manager of the company, and he announced that he would meet a committee of the men at 2 o'clock this afternoon. He made it clear at the same time that the Third Avenue Railroad Company was not in a position to grant the increases in wages asked for, whatever might be its attitude on other demands.

As to the finding of the Public Service Commission that he had been responsible for the surface street car strikes by refusing to keep his promise to arbitrate differences with his employes, Mr. Whitridge had little to say.

"When a man sits up and lies about me, I don't consider that a controversy," he said, when statements that had been made by Chairman Oscar S. Straus of the Public Service Commission during and after the hearing held by that body were called to his attention.

"After consultation with the Board of Directors of the Third Avenue Railway Company, I have to say that I am prepared to meet the representatives of the employes of that company and its allied companies," said Mr. Whitridge, "and have an appointment tomorrow afternoon at 2 o'clock to consider with them the twenty-six requests which have been made on us for changes in our rules and regulations. Some of these requests are, I think, superfluous, as the things have already been done. Some of the others may fairly be discussed, and a few the company will be obliged to reject.

"The request for an increase in wages the company will also be unable to meet. Since the first of January the wages have been increased some $250,000. I had every reason to suppose at the time of my last conference with the men in July that that was substantially satisfactory, and I hope to be able to induce the men to proceed without now asking for an unreasonable further increase, and thus avoid the delay and expense of arbitration. If the men are not willing to meet me upon these lines, I am, of course, prepared to undertake such an arbitration and to pay our share of the expense thereof.

"So far as the personal attacks on myself are concerned, which the Public Service Commission has seen fit to make, I have only to say that those attacks were quite as improper and baseless as any of the others which have been made upon me by this body, but I am quite prepared to let the matter rest upon Mr. Cook's statements to the commission and to Mr. Straus's reports.

The Mr. Cook referred to is Alfred A. Cook, attorney for the Third Avenue Company.

Notwithstanding material decreases during last July in operating revenue, the Board of Directors has been able to declare the regular quarterly dividend of 1 per cent., payable Oct. 1 to stockholders of record of Sept. 15. The financial statement of the company, showing the falling off of earnings in July last, was as follows:

		Decrease.
Operating revenue	$890,875	$84,929
Total net income	271,068	42,883
Surplus	50,541	51,274

Several reasons were given for the shrinkage, one of them being infantile paralysis, which had caused thousands of parents to remain at home with their children, rather than travel on street cars. The strike, which began on the lines in Westchester County on July 22, also had something to do with it, although no figures for the period while the cars were not running were given out.

President Whitridge is to have an opportunity to tell the Public Service Commission why he believes that body has made attacks upon him. Colonel William Hayward, Chairman of the commission during the absence of Oscar S. Straus, gave out this statement late yesterday:

"The commission will resume its hearings after Labor Day, and Mr. Whitridge will then have an opportunity to present evidence that this commission has ever made any improper or baseless attacks on him. He will also have an opportunity or be required to state facts as to his own record as President of his companies and thus allow the public to form its own conclusions as to who lied."

13,000 SHARE INTERBORO RISE.

Increased Wage Scale Will Cost Company $1,200,000 a Year.

The Interborough Rapid Transit Company will put into effect next Sunday an increased wage scale which will benefit 12,000 employes of all classes and cost the company $1,250,000 a year, according to an announcement made yesterday by Frank Hedley, Vice President and General Manager. The tour of duty for motormen, conductors, and trainmen under the new scale will be nine hours a day instead of the present ten hours a day.

The increase in pay is the third granted by the company in the last eight months, one costing the company $200,000 annually having been made on Jan. 1 and another costing $300,000 a year having been made on Aug. 1. Thus the payrolls of the company, Mr. Hedley said, have been increased $1,750,000 annually since the first of the year.

The company has circulated individual working agreements among its employes, and as many as sign them will promise to work for the wages specified in the new scale for a period not to exceed two years, or until such time as the city becomes interested in the financial results of the operation of the elevated roads and the subway."

RAINCOAT STRIKE ENDED.

Leather Workers Win Their Demands in Many Shops.

Practically all of the firms affected by the strike of the Travelers' Goods and Leather Novelty Workers' Union which are not members of the Leather Goods Manufacturers' Association have agreed to the terms of the strikers and have reopened their shops, according to Jacob Panken, attorney for the union. He said 90 per cent. of the workers were either out or had returned to work under the union's terms.

The strike in the raincoat trade has been terminated in a manner satisfactory to the strikers, according to Mrs. I. N. Mayerson, Financial Secretary of the union. The Waterproof Garment Manufacturers' Association, made up of the principal manufacturers, is said to have signed an agreement accepting the terms of the strikers. The men are being sent back to work as fast as the formalities can be disposed of.

Plan Fashion Show to Aid Red Cross

A fashion show for the benefit of the American Red Cross will be given by James McCreery & Co. at Long Beach, L. I., on Aug. 31 and Sept. 1 and 2.

ELLIS ISLAND ALIENS GET A NEW CATERER

Ten Months' Contract to Feed Immigrants Awarded to J. J. Lussier.

BEGINS HIS DUTIES TODAY

Under the New System All Meals Will Be Charged For at Cost Plus 10 Per Cent.

Immigration Commissioner Frederic C. Howe announced yesterday that the contract for feeding the immigrants on Ellis Island had been awarded by the Secretary of Labor to J. J. Lussier, the New York caterer who operates the Yates Hotel and restaurant at Forty-third Street and Times Square and the Mansion House in Brooklyn. The extension of the old Hudgins & Dumas contract for two months from June 30 expires today, and the new contractor will take over the machinery and cooking apparatus this afternoon.

The Commissioner said that, instead of making an agreement to charge a fixed price for each meal served to immigrants, which is paid by the steamship lines bringing them to this country, Mr. Lussier has contracted generally to supply the meals and labor under the direction of the Ellis Island officials and then charge a contractor's profit of 10 per cent. The labor is to be hired on the approval of the Immigration Commissioner, and no person is to receive less than $2 a day or to work more than eight hours out of the twenty-four.

The lunch boxes which the immigrants carry away from Ellis Island to eat on railroad journeys, and about which there have been frequent disputes for twenty-five years, will be packed with food selected by the Commissioner of Immigration, who will also vary the menu in the restaurant at Ellis Island from time to time, according to the season of the year.

Mr. Howe said that the immigration having fallen off considerably on account of the war, he did not expect the feeding of the immigrants for the year would amount to more than $150,000. In normal times it would be $500,000. Formerly the catering contract was given out for three years, but this time the Department of Labor decided to make it for ten months only, from Sept. 1, 1916, to June 30, 1917.

The steamship companies, which have to pay all the bills for feeding immigrants on the island, protested against the three-year contract because conditions at the present time are unusual.

In the specifications sent out from Ellis Island bids were requested for the contract on a basis of so much per meal and also on the supplying of food and labor at cost and charging a 10 per cent. profit. Among the bidders for the contract were W. and A. Hudgins, brothers of the Hudgins who is finishing his contract at the island today; Julius Rupperth, Lindinger & Wagner, A. J. Smith, and others. The lowest bid for the meals was 29 cents for the steerage and 30 cents for the cabin passengers, which the steamship lines protested was too high.

Commissioner Howe said yesterday: "I am very pleased with the manner in which the contract has been given out to Mr. Lussier and feel assured that the immigrants will get the proper food they are entitled to receive. Next to the privilege of doing their own catering direct, this is the best that could be done, and will probably produce the same results, without the worry of the catering."

It is possible that some of the bidders whose offers were rejected will protest against the award of the contract for less than a year, as it was stated in the specifications that it was a three-year contract.

A HARPIGNIES IN MUSEUM.

Famous French Painter's Landscape "Moonrise" at Metropolitan.

The Metropolitan Museum of Art has only one picture by Henri Harpignies, the famous French landscape painter, whose death at the age of 97 was announced yesterday. This is a large and typical picture by the artist, "Moonrise," a landscape with shadowy trees, a stream of water bordered by marshy banks and low hills, the full moon showing its reflection in the quiet waters. This picture has been in the possession of the Museum since 1886, having been painted by order of Messrs. Lenox and Tilden of Paris in 1885, and presented by them to the Museum. It is signed and dated.

The picture illustrates the lines of a poem by Victor Hugo, the words literally translated:

"O the country, the trees, the charming shadows, the encompassing light of the moon upon the sleeping waters."

The picture is 33 inches high by 63 wide.

Of Harpignies's personality a French writer, speaking of him during his life, says: "One of our great masters of landscape, Henri Harpignies, has the physique of his talent, vigorous and robust. He has a face grave, benevolent, and slightly melancholy, a point of resemblance with the old masters of other days." A photograph sent to the Museum by the artist shows a man of rugged countenance, and bears out this description.

In presenting in 1890, the Medaille d'Honneur to M. Harpignies and to another painter of landscapes, the Jury des Salon for the first time recognized landscape painting as an art worthy of serious consideration. Harpignies stands specially high in water color work, being considered the greatest landscape artist in that medium.

Two big Harpignies of the Museum has been on exhibition constantly since its presentation in the Gallery of French Pictures until within the last few months, when it has been temporarily withdrawn owing to lack of space. It made room for a couple of Cézannes which were loaned. It is soon to be rehung.

BIG DEUTSCHLAND SOUVENIR

Scrapbook as Big as a Grand Piano to be Presented to Germany.

A committee headed by George von Skal has been formed to have made up and presented to the German people a great book containing the newspaper clippings on the voyage of the merchant submarine Deutschland. The book will be inscribed in letters of gold and will be placed in the Royal Library in Berlin. It will contain every line printed concerning the underseas voyage of the Deutschland, as well as editorial comment, photographs, and cartoons.

A statement sent out yesterday by the committee says that in order to accommodate all that has been printed the book will be about the size of a grand piano, and it was said it would be the biggest book in the world. The volume is to rest on a table supported by two American eagles and two German eagles of silver. Ambassador Bernstorff has indorsed the project.

Dancing Professors to Gather Here.

The annual convention of the American Society of Professors of Dancing will be held next week at the Hotel Majestic, when the standard dances for the coming season will be discussed and decided upon. The opening session will be held on Sept. 5, and the convention will continue until Sept. 8. Louis H. Chalif, formerly a member of the Russian Imperial Ballet, will deliver the opening address. More than 100 delegates from all parts of the country will be in attendance. The society was formed in 1883, and its officers are George T. Wilson, President; R. W. Vizay, Vice President; P. B. Carpenter, Secretary, and Henry Doring, Treasurer. The Chairman of the convention is Philip S. Nutt of Vineland, N. J.

ROOT TELLS LAWYERS OF AFTER-WAR DUTY

Must Give Their Share to National Efficiency, He Says at Bar Association Opening.

GARRISON SEES DANGERS

Deplores Trend Toward Centralized, Paternalistic Government and Urges Campaign to Check It.

Special to The New York Times.

CHICAGO, Aug. 30.—Elihu Root, President of the American Bar Association, opened the thirty-ninth annual conference of that organization in the Gold Room of the Congress Hotel this morning. In an address of welcome, in which he emphasized the gravity of the present world crisis and the prominent part the bar of the country has to play in the affairs of the nation, Governor Edward F. Dunne, introduced by Albert D. Early, President of the Illinois Bar Association, paved the way for Mr. Root, who spoke on "Public Service by the Bar."

Keener competition in all economic activities is sure to be one of the results of the European war, and lawyers, as well as other classes of citizens, must prepare themselves to meet it. Changes in the administration of justice, a lessening of the overhead cost of running legal machinery, and more stringent qualifications for admission to the bar were some of his preparatory suggestions.

"When the war is over we shall find ourselves in a very different world from that which witnessed the Austrian ultimatum to Serbia," Mr. Root declared. "It will be a world in which the greater part of the nations return to the peaceful competition of production and commerce with a vast increase of power to compete caused by the training of hardship and sacrifice. Plainly the neutral nations, who have neither endured the sufferings nor achieved the rewards of this hard experience, may not look with indifference upon these events.

War's Lessons Universal.

"In the amazing developments of these years there are lessons for us to learn which we must not ignore. There are lessons not merely as to submarines and aeroplanes and high explosives, but as to the whole effective capacity of the nation, by which it maintains its place and progress in the world in peace as in war. No human power can withhold the people at this time from taking part in the international competition which will follow the return of peace. It is not a matter of volition. It cannot be controlled by legislation or by change of parties or by voting. The United States must therefore be prepared to meet competition carried on more effectively than ever before.

"It is plainly the duty of all Americans, whatever their calling, to consider by what means they can contribute through either the increase or the conservation of power in their own fields of action, toward the permanent higher efficiency of the people of the United States. There is no branch of citizens to whom this duty should appeal more strongly than to the lawyers, because the subject vitally affects the relations between the individual and the State regulated by laws and the fundamental assumptions upon which our system of government is based."

The underlying cause of the defective administration of law, Mr. Root said, was that the bar and the people of the country generally proceed upon a false assumption as to their true relation to judicial proceedings.

"Unconsciously," he continued, "we all treat the business of administering justice as something to be done for private benefit, instead of treating it primarily as something to be done for the public service. The administration of law is affected by the general attitude in which citizens think about what they are going to get out of their country instead of thinking of what they can contribute to their country.

Community and Individual Rights.

"Our political system makes such an attitude on the part of the bar very natural and easy. With our highly developed individualism, our respect for the sanctity of individual rights, our conception of government as designed to secure those rights, it is quite natural that lawyers employed to assert the rights of individual clients and loyally devoted to their clients' interest should acquire a habit of mind in which they think chiefly of the individual view of judicial procedure and seldom of the public view of the same procedure. It is natural that the same habit of thought should be carried into our Legislatures by the lawyers who make up the greater part of those bodies, and with our governments of narrow and strictly limited powers it is natural that there should be a continual pressure in the direction of promoting individual rights and privileges and opportunities and very little pressure to maintain the community's rights against the individual and to insist upon the individual's duties to the community.

"The public tendency is exhibited at the very beginning of the whole business in permitting admissions to the bar without adequate education and training. The law schools have been slowly winning their way along the lines of better training for the bar, but the progress is very slow and the pressure for brief and easy ways to get a license to practice is continuous. Only last year the Massachusetts Legislature by statute reduced the requirements of law school attendance for admission to the bar to two years of evening law school, following upon an agitation carried on in support of the principle, 'Let every man have his chance.' One of our States, and a very great State indeed, with a very high average general cultivation, permits any one of good moral character to practice law. Correspondence schools of law flourish, proceeding upon the idea that a man can become a lawyer incidentally by reading law books in spare hours as he goes along with his ordinary occupation. The constant pressure of democratic assertion of individual rights is always toward reducing the difficulty of bar examinations.

"In many jurisdictions there is a considerable percentage of the bar whose practice causes the courts double time and labor because the practitioner is not properly trained to use the machinery furnished by the public for the protection of his clients. In the meantime other litigation waits, and the public pays the expense. There is another evil arising from defective education. These half-trained practitioners have had little or no opportunity to become imbued with the true spirit of the profession. That is not the spirit of mere controversy, of mere gain, or mere individual success.

Centralized Government.

Lawyers of the nation were called upon by Lindley M. Garrison, ex-Secretary of War, to check the growing tendency to "departure after departure from the essential principles upon which our whole governmental system was based," and to give their talents to stopping the "assaults, fundamental in character, which strike at its very basis."

"If it be true," said Mr. Garrison, "that the representative system which is the very basic principle of our Government is being perverted until its very existence is threatened; that the Federal element has been ignored almost to the point of being neglected, and that the lines of responsibility between the States and the nation are now so faintly traced as to be almost undiscernible; if it be true that in the name of efficiency and the public welfare the National Government is becoming overburdened to a dangerous degree and is exercising functions entirely alien to its Constitution and spirit; that all these tendencies are not only not being combatted by any vigorous opposition, but are instead receiving practical encouragement on every hand—if it be the fact, as I firmly believe it is, that such tendencies unless checked will make the success of our system of Government as devised impossible, and will ultimately result in chaotic conditions, the end of which no one can prophesy—then, indeed, is there a great duty laid upon all who perceive and appreciate the situation.

"The time must come when it will be possible to point out that the greatest good to the greatest number must result from adhering to the essential spirit that animated our existence. That if this tendency is unchecked and power without regard to authority therefor is exercised merely because it promises beneficent things, there is nothing which stands between the citizen and absolute tyranny."

Those persons who are really interested in securing an efficient military establishment in America will best serve their country by establishing a brotherhood between the regular and the volunteer forces, it was suggested by Colonel Thomas W. Shelton, Judge Advocate General of Virginia, in an address before the American Society of Military Law.

20 LOST WHEN SHIP SINKS.

Only Six of the Admiral Clark's Crew Survive Sea Disaster.

NEW ORLEANS, Aug. 30.—Twenty men of the crew of twenty-six of the American steamer Admiral Clark, which sailed from Port Arthur, Texas, for Buenos Aires Aug. 11, perished at sea when the steamer foundered Aug. 16 in a tropical hurricane. Six survivors arrived at the Quarantine Station here today on the Swedish bark Tana.

Captain James Daniels, master of the steamer, was among those drowned. The six survivors were adrift in the Caribbean Sea on a small raft for six days and twelve hours before they were picked up by the Tana several days ago. They were in a serious condition from exposure and lack of food, but all were reported greatly improved today.

The survivors were Garland Roth, chief officer; Carl Johnson, second officer; C. H. King, steward, all Americans; W. Robinson, third engineer, of England; Peter Anderson, sailor, Norway, and Fred Cusik, oiler, Australia. The crew had men signed up at Port Arthur and New York.

The Admiral Clark encountered the hurricane in the Caribbean the morning of Aug. 16. After battling with the storm all day the doors of the mess room were broken in and the water flooded the engine room. The steamer sank at 11 P. M., about 112 miles southeast of Cape San Antonio, Cuba.

All the boats had been smashed or washed away and the crew were forced to jump into the water. The six survivors managed to grasp the painting raft, which was afloat, and on this frail refuge they drifted until picked up Aug. 23 by the Tana, which was bound for New Orleans.

The Admiral Clark was of 2,437 tons, and was owned by Pacific-Alaska Navigation Company of Tacoma, Wash. She carried a cargo of petroleum.

Foreign Ports.

Arrived.

SS Buenos Aires, at Cadiz, Aug. 28.
SS Vigo, at Hull, Aug. 29.
SS Celtic, at Liverpool, Aug. 30.
SS L. P. Holmblad, at Kirkwall, Aug. 27.
SS Oscar II., at Kirkwall, Aug. 29.
SS Palermian, at Madras, Aug. 28.
SS Rotterdam, (tank.) at Amsterdam, Aug. 24.
SS Noordam, at Rotterdam, Aug. 29.
SS Montevideo and Buenos Aires, at 2:30 A. M.—Farley.....Aug. 31
Rio de Janeiro, Santos, Paranagua, and Rio Grande do Sul, at 12 M.—Hammerahus.....Aug. 30
Nicaragua, (except East Coast,) Amapala, Choluteca, and prints, &c., for Nacaome, Tegucigalpa, and Tuscaran, (Honduras,) Salvador, (printed matter, &c.,) Panama, Canal Zone, Colombia, Ecuador, Peru, (except Iquitos,) Bolivia, and Chile, via Cristobal, (other parts of Honduras and letter mail for Salvador must be specially addressed for dispatch by this steamer,) at 12 M.—Metapan.Sept. 2

Sailed.

SS Charlton Hall, from Colombo, Aug. 26.
SS Merioneth, from Havre, Aug. 27.
SS Cameronia, from Liverpool, Aug. 27.
SS Giuseppi Verdi, from St. Michaels, Aug. 29.
SS Mathilda, from Barbados, Aug. 28.

Passed.

SS Dechra, New York for Genoa, passed Cape Spartel.
SS Harlem, New York for Marseilles, passed Cape Spartel.
SS Bassell, New York for Alexandrian, passed Gibraltar.

By Marconi Wireless.

SCOTLAND LIGHTSHIP, N. Y., AUG. 30.

SS Antilles, New Orleans to New York, was 120 miles N. of Diamond Shoals at noon.
SS Caracas, Curacao to New York, was 129 miles S. at noon.
SS El Cid, Galveston to New York, was 340 miles N. to W. of Tortugas at noon.
SS Apache, Jacksonville to New York, was 504 miles S. at 7 P. M.
SS El Munco, Galveston to New York, was 229 miles N. of Diamond Shoals at noon.
SS Concho, Galveston to New York, was 680 miles S. at 7 P. M.
SS El Sud, Galveston to New York, was 102 miles off at Galveston Bar at 6 P. M.
SS City of Montgomery, Savannah to New York, was 75 miles S. at noon.

Transatlantic Mails.

Russia, (specially addressed only,) via Archangel, at 8 A. M. (supplementary, 9 A. M.—Dwinsk.....Aug. 31
Great Britain, Ireland, (letter mail only,) and South Africa, (also specially addressed correspondence for other countries except Germany, Austria, Hungary, Luxemburg, Bulgaria, Serbia, Turkey, Netherlands, Norway, Sweden, and Denmark,) via Liverpool, at 8:30 A. M., (supplementary, 10 A. M.,) (sea post)—Baltic.....Aug. 31
Azores Islands and Gibraltar, Italy, Rumania, Switzerland, and Greece must be specially addressed for dispatch by this steamer,) via Fonta Delgada, Gibraltar, Naples, and Genoa, at 9 A. M.—Canopic.....Aug. 31
Norway, Sweden, Denmark, Germany, Austria, Hungary, Luxemburg, Bulgaria, Turkey, Netherlands, via Kirkwall, Christiansand, and Christiania, at 10 A. M., (supplementary, 11 A. M.)—Heilig Olav.....Aug. 31
Switzerland, and Roumania, and Rotterdam, at 8:30 A. M., (supplementary, 10 A. M.)—Ryndam.....Sept. 2
Europe, (except Germany, Austria, Hungary, Luxemburg, Bulgaria, Serbia, Turkey, Netherlands, Norway, Sweden, and Denmark,) Africa, West Asia, and East Indies, via Liverpool, (Spain and Portugal must be specially addressed for dispatch by this steamer,) at 8:30 A. M., (supplementary, 10 A. M.,) (sea post)—New York.....Sept. 2
France, Rumania, Switzerland, Italy, Egypt, Greece, British India, British East Africa, Straits Settlements, Malta, Ceylon, Straits Settlements, Dutch East Indies, West Australia, and Persia, via Bordeaux, at 12 M., (supplementary, 1:30 P. M.,) (sea post—Rochambeau.....Sept. 2

Mails for South America.

Argentina, Uruguay, Paraguay, and State of Rio Grande do Sul, Brazil, via Montevideo and Buenos Aires, at 2:30 A. M.—Farley.....Aug. 31
Rio de Janeiro, Santos, Paulo, and Victos, (other parts of Brazil must be specially addressed for dispatch by this steamer,) via Rio de Janeiro, Santos, Paranagua, and Rio Grande do Sul, at 12 M.—Hammerahus.....Aug. 30
Nicaragua, (except East Coast,) Amapala, Choluteca, and prints, &c., for Nacaome, Tegucigalpa, and Tuscaran, (Honduras,) Salvador, (printed matter, &c.,) Panama, Canal Zone, Colombia, Ecuador, Peru, (except Iquitos,) Bolivia, and Chile, via Cristobal, (other parts of Honduras and letter mail for Salvador must be specially addressed for dispatch by this steamer,) at 12 M.—Metapan.Sept. 2
Argentina, Uruguay, Paraguay, and State of Rio Grande do Sul, Brazil, via Montevideo, Buenos Aires, and Rosario, at 7 A. M.—Crofton Hall..Sept. 2
Pernambuco, Parahyba, Natal Bahia, and Maceio, (other parts of Brazil must be specially addressed for dispatch by this steamer,) via Pernambuco, Bahia, Maceio, Rio de Janeiro, and Santos, at 12 M.—Pena.....Sept. 2
Panama, Canal Zone, Ecuador, Peru, (except Iquitos,) Bolivia, Chile, and Costa Rica, via Cristobal and Port Limon, Cuba, via Havana, must be specially addressed for dispatch by this steamer,) at 12 M.—Metapan.Sept. 2

Transpacific Mails.

These mails close at 6:30 P. M.
Guam (via San Francisco)—U. S. Transport.....Aug. 31
Japan, Korea, and China, (specially addressed only,) (via Seattle)—Hawaii Maru.....Aug. 31
Hawaii, (via San Francisco)—Matsonia.....Sept. 1
Japan, Korea, China, and Philippine Islands, (via Vancouver)—Empress of Asia.....Sept. 2
Hawaii, Samoan Islands, Australia, (except West,) and New Zealand, (via San Francisco)—Ventura.....Sept. 2
Japan, Korea, and China, (via Seattle)—Mexico Maru.....Sept. 3

Transatlantic Parcel Post Mails.

Great Britain and Ireland—Close at 7:30 A. M. Sept. 2, SS New York.
France—Close at 11 A. M. Sept. 2, SS Rochambeau.
Belgium, Netherlands, Germany, Austria, and Hungary—Service suspended.
Liberia—Close at 11:30 A. M. Sept. 8, SS Memnon.
Gibraltar—Close at 8 A. M. Aug. 31, SS Canopic.
Norway, Sweden, and Denmark—Close at 9 A. M. Aug. 31, SS Heilig Olav.
Italy—Close at 8 A. M., Aug. 31, SS Canopic.

SHIPPING AND MAILS.

Miniature Almanac for Today.

[By the U. S. Coast and Geodetic Survey.]

Sun rises..5:20|Sun sets..6:32|Moon sets..7:30

THE TIDES.

	High Water. A.M.	P.M.	Low Water. A.M.	P.M.
Sandy Hook	9:02	9:17	2:57	3:18
Governors Island	9:16	9:24	3:28	3:50
Hell Gate	11:22	11:30	5:09	5:31

Arrived—Wednesday, Aug. 30.

SS Ageroen, Savonna, Aug. 9.
SS Earl of Elgin, Dublin, Aug. 10.
SS Herm, Seville, Aug. 15.
SS Keyvive, Frontera, Aug. 17.
SS Mae, Havre, Aug. 13.
SS Mountby, Genoa, Aug. 4.
SS Port Antonio, Port Antonio, Aug. 25.
SS Skinfaxe, Port Limon, Aug. 19.
SS Stanja, Cardiff, Aug. 5.
SS Strathgarry, Bordeaux, Aug. 15.
SS Taunton, Port Antonio, Aug. 24.
SS Liege, Falmouth, Aug. 11.
SS Rio Grande, Brunswick, Aug. 27.
SS Munamar, Antilla, Aug. 26.
SS Tallac, Frontera, Aug. 21.
SS Paul Paix, Swansea, Aug. 13.
SS Delaware, Philadelphia, Aug. 29.
SS Junna, Glasgow, Aug. 10.
SS Atlantic, Gibraltar, Aug. 14.

Incoming Steamships.

DUE TODAY.

Lombardia	Fr'a An'ziata	Aug. 10
Tokushima Maru	London	Aug. 19
Italia	Gibraltar	Aug. 16
Mesaba	London	Aug. 19
Mogileff	Leith	Aug. 17
Camino	London	Aug. 17
Cloughton	London	Aug. 16
Caracas	San Juan	Aug. 26
Almirante	Kingston	Aug. 23
Lepanto	Hull	Aug. 18
Advance	Colon	Aug. 24
Antilles	New Orleans	Aug. 26

DUE TOMORROW.

*Adriatic	Liverpool	Aug. 27
Iroquois	Thameshaven	Aug. 17
*Carpathia	Liverpool	Aug. 22
Toyooka Maru	Cristobal	Aug. 24
U. S. Transport Buford	Balboa	Aug. 22
Colorado	Hull	Aug. 16
Braland	Cardiff	Aug. 16
El Mundo	Galveston	Aug. 26

DUE SATURDAY.

Stephan	Manaos	Aug. 13

DUE SUNDAY.

*Giuseppi Verdi	Palermo	Aug. 21
Monterey	Havana	Aug. 29
Antilla	Jacksonville	Aug. 31
Royal Prince	Cristobal	Aug. 24

DUE MONDAY.

*Cameronia	Liverpool	Aug. 27
Pastores	Bocas del Toro	Aug. 23
Bermudian	Bermuda	Sept. 2
Brazos	San Juan	Aug. 30
Ancon	Cristobal	Aug. 26
Tivives	Santiago	Aug. 30

DUE TUESDAY.

United States	Copenhagen	Aug. 24
Comanche	Jacksonville	Sept. 2
San Saba	Galveston	Aug. 30
Sabine	Mobile	Aug. 29
Havana	Havana	Sept. 2
Montserrat	Havana	Aug. 15

DUE WEDNESDAY.

Mongolia	London	Aug. 26
Philadelphia	Liverpool	Aug. 29
Allianca	Cristobal	Aug. 31
Owego	Rotterdam	Aug. 21
Gothland	Rotterdam	Aug. 19

*Carries mails. †Carries German mails.

Outgoing Steamships.

SAIL TODAY.

	Mails Close.	Vessels Sail.
Baltic, Liverpool	8:30 A.M.	12:00 M.
Morro Castle, Havana	9:00 A.M.	12:00 M.
Heilig Olav, Copenhagen	10:00 A.M.	2:00 P.M.
Colon, Cristobal	11:30 A.M.	3:00 P.M.
Farley, Argentina	2:30 A.M.	5:00 A.M.
Canopic, Naples	9:00 A.M.	12:00 M.
Stavangerin, Haiti	2:30 P.M.	4:00 P.M.
Koronia, St. Thomas	2:00 P.M.	4:00 P.M.
Dwinsk, Archangel	12:00 A.M.	12:00 M.
Apache, Jacksonville		1:00 P.M.
El Dia, Galveston		12:00 M.

SAIL TOMORROW.

Finland, Liverpool	8:30 A.M.	12:00 M.
Antilla, Nassau	12:00 M.	3:00 P.M.
City of Montgomery, Savannah		3:00 P.M.

SAIL SATURDAY.

New York, Liverpool	8:30 A.M.	12:00 M.
Rochambeau, Bordeaux	8:30 A.M.	3:00 P.M.
Ryndam, Rotterdam	8:30 A.M.	12:00 M.
Coamo, San Juan	8:30 A.M.	12:00 M.
Mexico, Havana	8:00 A.M.	11:00 A.M.
Morgan, Havana	12:00 M.	3:00 P.M.
Matanzas, Trinidad	10:00 A.M.	12:00 M.
Keyvior, Guiana	2:30 P.M.	5:00 P.M.
Purus, Rio de Janeiro	12:00 M.	3:00 P.M.
Florizel, St. John's	12:30 P.M.	3:00 P.M.
Canadian, Guiana	1:00 P.M.	3:00 P.M.
Crofton Hall, Argentina	7:00 A.M.	10:00 A.M.
Port Antonio, Jamaica	9:30 A.M.	12:00 M.
St. George, Liverpool		2:00 P.M.
Manistee, Cuba		12:00 M.
San Marcos, Galveston		1:00 P.M.
Apache, Jacksonville		1:00 P.M.
Alamo, Tampa		1:00 P.M.
Proteus, New Orleans		12:00 M.
El Occidente, Galveston		12:00 M.

SAIL MONDAY.

City of Columbus, Savannah		3:00 P.M.

SAIL TUESDAY.

Carpathia, Liverpool	1:30 P.M.	5:00 P.M.
Cloughton, London		12:00 M.
Mesaba, London		12:00 M.
Lenape, Jacksonville		1:00 P.M.

SAIL WEDNESDAY.

Almirante, Cristobal	9:00 A.M.	12:00 M.
Caracas, San Juan	9:30 A.M.	1:00 P.M.
Santa Theresa, Tampico		1:00 P.M.
Concho, Galveston		1:00 P.M.
City of St. Louis, Savannah		3:00 P.M.

BANKRUPTCY NOTICES.

U. S. DISTRICT COURT, SOUTHERN DISTRICT OF NEW YORK.—Bankruptcy No. 21,927. Notice is given that ABRAHAM & GOLDSTEIN, bankrupt, has applied for a discharge from all his debts. Creditors and parties interested are ordered to attend before this court in Post Office Building, Manhattan, New York, on Monday, October 2d, 1916, at 10:30 A. M., there to show cause why discharge should not be granted.

MACGRANE COXE,
Referee in Bankruptcy.

UNITED STATES DISTRICT COURT, SOUTHERN DISTRICT OF NEW YORK.—In Bankruptcy. No. 23,562.—In Bankruptcy.—HARRY BLANK, Bankrupt.

Harry Blank was duly adjudicated bankrupt on Aug. 17, 1916, and the first meeting of creditors will be held at my office, 71 Broadway, City of New York, on Sept. 11, 1916, at 10:30 A. M. Creditors may then attend, prove their claims, appoint a Trustee, examine the bankrupt and transact such other business as may properly come before said meeting.

Dated, Aug. 29, 1916.

STANLEY W. DEXTER,
Referee in Bankruptcy.

U. S. DISTRICT COURT, SOUTHERN DISTRICT OF NEW YORK.—Bankruptcy No. 23,137. Notice is given that JOSEF KANTROWITZ, doing business as LOEUS J. KANTROWITZ, and also as JOSEPH KANTROWITZ, bankrupt, has applied for a discharge from all his debts. Creditors and parties interested are ordered to attend before this court in Post Office Building, Manhattan, New York, on Monday, October 2d, 1916, at 10:30 A. M., there to show cause why discharge should not be granted.

MACGRANE COXE,
Referee in Bankruptcy.

U. S. DISTRICT COURT, SOUTHERN DISTRICT OF NEW YORK.—Bankruptcy No. 23,282. Notice is given that HARRY STRUHL, bankrupt, has applied for a discharge from all his debts. Creditors and parties interested are ordered to attend before this court in Post Office Building, Manhattan, New York, on Monday, Oct. 2, 1916, at 10:30 A. M., there to show cause why discharge should not be granted.

MACGRANE COXE,
Referee in Bankruptcy.

U. S. DISTRICT COURT, SOUTHERN DISTRICT OF NEW YORK.—Bankruptcy.—No. 23,073. Notice is given that ELAVIA ARCARO, bankrupt, has applied for a discharge from her debts. Creditors and parties interested are ordered to attend before this court in Post Office Building, Manhattan, New York, on Monday, Oct. 2, 1916, at 10:30 A. M., there to show cause why discharge should not be granted.

MACGRANE COXE,
Referee in Bankruptcy.

U. S. DISTRICT COURT, SOUTHERN DISTRICT OF NEW YORK.—Bankruptcy No. 22,610. Notice is given that ABRAHAM GOLDSTEIN, bankrupt, has applied for a discharge from all his debts. Creditors and parties interested are ordered to attend before this court in Post Office Building, Manhattan, New York, on Monday, October 2d, 1916, at 10:30 A. M., there to show cause why discharge should not be granted.

MACGRANE COXE,
Referee in Bankruptcy.

BANKRUPTCY SALES.

IN THE DISTRICT COURT OF THE United States for the Southern District of New York.—In Bankruptcy.—In the matter of WILLIAM AVEDON, trading as GEM COSTUME CO., Bankrupt.—Chas. Shongood, U. S. Auctioneer for the Southern District of New York in Bankruptcy, sells this day, Thursday, August 31st, 1916, by order of the Court, at 10:30 A. M., at 115 West 30th St., Borough of Manhattan, assets of the above bankrupt, consisting of ladies' dresses, finishes and unfinished, silks, satins, piece goods, trimmings, cutting tables, cutting machines, machines, office fixtures, partitions, safe, etc.

SAMUEL STRASBOURGER, Receiver.
EUGENE L. BONDY, Attorney for Receiver, 366 Broadway, New York.

Above sale adjourned until Thursday, September 7th, 1916, same time and place.

UNITED STATES DISTRICT COURT, Southern District of New York.—In Bankruptcy.—In the matter of DIAMOND POINT PEN CO., Bankrupt.

Notice is hereby given that pursuant to an order of the United States District Court, for the Southern District of New York, the undersigned, Receiver in bankruptcy of Diamond Point Pen Co., offers for sale the property, assets, and effects of the said bankrupt.

The property to be sold consists of the following: Machinery, crude rubber, gold pens and unassembled parts of fountain pens, office furniture, and all other goods, wares and merchandise including good will, except outstanding accounts.

The above described property may be inspected on the premises 39-47 West 19th Street, (10th floor,) New York City, between the hours of 10 A. M. and 4 P. M.

Bids for the above described property, assets and effects as an entirety may be submitted to the receiver at his office, No. 115 Broadway, (Room

WAISTS

Crepe de Chene, Georgette, Novelty Stripes, Chiffons

$18.00 to $54.00

DRESSES

SERGES $3.75 to SILK $11.50

Joseph Rosenberg & Co.

141 WEST 36TH ST. At Broadway

The Home Pattern Co.

Sole Manufacturers of Patterns For *The Ladies' Home Journal*

114 Fifth Ave., New York, Between 16th and 17th Streets.

The Best Managed Pattern Company in America

Writing and Rest Room equipped with telephone, stenographer, latest trade papers, etc., etc. Visits from Dry Goods Merchants most welcome.

SILK DRESSES

25 STYLES AT 7.50.

Satins, Taffetas, Crepe de Chines, Serges and Combinations.

WONDERFUL STYLES AND VALUES.

The present high market price of silks does not affect our prices. Our merchandise is just as low as before the advance on the price of silks.

Immediate Delivery.

TIP-TOP WAIST & DRESS COMPANY, 134 West 37th Street.

The Immediate Delivery Suit House of Big Values.

All Wool Velour Suits $9.00 and up

All Wool Poplin Suits $7.50 and up

BENJAMIN MARTIN, 22 WEST 27TH ST.

Suits OF THE BETTER GRADE. PRICES $9.00 TO $16.50. VELOURS, BROADCLOTHS AND GABARDINES.

GUARANTEED AMERICAN WOOLEN POPLINS. YARN DYED SATIN. $9.00

SCHWARTZ & LEVINE, 152-156 WEST 25TH ST.

WONDER COATS

Wool mixtures with fur collars. Coats from $6.50 to $25. Immediate Delivery. $6.50

N. Y. Coat Co., 145 W. 30th St.

SUITS AND PILE FABRIC NOVELTY CLOTH **COATS**

—IMMEDIATE DELIVERY—

S. STEINFELD & CO. 45-45-47 WEST 23D STREET

"BROADWAY" VELVETS

Black and All Colors at 70c. per yard.

MAX FEIST 52-54 WEST 38TH STREET

See Our Wonderful American Woolen Poplin Fancy Trimmed Suit, $8.75

M. KANANACK, 34 West 17th St.

VELOUR COAT $6.50

Ladies' full-flare Fur-Trimmed Coat of all-wool velour. All colors. Junior sizes, $5.75. A WORLD BEATER! See it!

AMERICAN MAID COAT COMPANY, 37-45 West 20th St., New York.

INTEGRITY BRAND VELVETEEN

Plain back 22 inch. Twill back 24 and 27 inch. Black, navy, brown, dark green, plum and burgundy. Stock goods ready for delivery. Also large range 24 and 27 inch twill back seconds.

MORSE BROS. & EHRLICH, Phone Spring 7507. 26 Waverly Place.

Witchtex TRADE MARK The Modern Crinoline

For all bouffant or distended effects. J. W. Goddard & Sons, Incorporated, Sole Selling Agent, 92 Bleecker St., N. Y.

Crowley Neckwear for Women That Something New

Gives Youthfulness, Dash and Style. Nationally advertised.

TIMOTHY F. CROWLEY, INC., 36 E. 22d St., N. Y.

Nearlinen British Manufacture THE PERFECT LINEN SUBSTITUTE

SHIPLEY-HOLLINS CO. New York.

SILK **DRESSES** SERGES

$3.75 Susquehanna Faille Lustre Poplins and Serges $6.75

LYRIC DRESS CO., 146-150 W. 25TH ST.

DRESSES

POPULAR PRICED SILKS & SERGES.

PHIL. MARK & CO. 71 West 23d Street. Gramercy 4414.

NEOLA FABRICS **VELVETEENS**

HENRY GLASS & CO., 44-46-48 White St.

COOPER & GRAPES

FOR REAL SUIT VALUES A LEADER—"F. & H." BROADCLOTH, PEAU DE CYGNE LINED, FUR TRIMMED, AT..... $16.75

145 WEST 28TH ST.

Coats SILK PLUSH COATS $8.75

National Coat Co., 40 West 27th St.

CREPE DE CHINE WAISTS,

$18 A DOZEN, UP.

Immediate Delivery. Phone Chelsea 4948.

Schwartz Bros., 39-47 W. 19th St.

FRANK & FRANK 141-143 W. 23 St.

Offering a Fall Poplin Suit at $7.75.

$6.75 up Silk Dresses & Waists $18.00 up

Novelty Waist & Dress Co., 116-118 W. 29th St.

SUITS of the better grade at popular prices A. JACOBS CO., 130 W. 29th St.

Suits and Coats IMMEDIATE DELIVERY. M. B. Kaufman, 6 W. 32d St.

UNITED STATES DISTRICT COURT, Southern District of New York.

At the suit of the United States demanding forfeiture thereof under the provisions of Section 3,082, R. S., U. S., and Par. 247 Tariff Act, Oct. 3rd, 1913, I have seized and hold certain Bird of Paradise Feathers.

Notice is hereby given that the cause is appointed for trial at the U. S. Court House and Post Office Building, Manhattan, New York, on Sept. 6th, 1916, at the opening of court. All persons are notified then and there to appear and defend their interest, if any, in said goods. All not appearing will be defaulted.

Dated Aug. 22d, 1916.

THOMAS D. McCARTHY, U. S. Marshal.

H. SNOWDEN MARSHALL, U. S. Attorney.

DILLINGHAM BOOK CO. SUED IN BANKRUPTCY

Judgment for $11,294 on a Bill for Paper Precipitates Creditors' Action.

OWE LITTLE & IVES $30,000

House, Founded in 1857, Published Many Famous Works—The Last Owner Died Recently.

Alleging liabilities of $50,000, with assets of a trifle more than $5,000, a petition in bankruptcy was filed yesterday against the long-established firm of G. W. Dillingham & Co., book publishers, at 435 East Twenty-fourth Street. The petition was filed by William G. Rosenberg, as attorney for these creditors: Anna F. Hesse, $450; Ahern & Randall, $41, and Augustus Edmonston, $79. Another creditor who did not figure in the bankruptcy application was the J. J. Little & Ives Company, which held notes against the Dillingham Company for $30,000 for printing.

According to Mr. Rosenberg, the present trouble was precipitated by a judgment for $11,294, obtained recently by Vernon Brothers & Co. for non-payment of a bill for paper. He said that, when the judgment was not satisfied, the paper merchants had directed the Sheriff to seize the property of the Dillingham concern, and since then preferential transfers had been made.

Former State Senator Pollock of Sternberg, Jacobson & Pollock, attorneys who represented the failed company, said yesterday that the business for some time past had been conducted by Captain John N. Cooke. Captain Cooke, a civil war veteran, died about two months ago. The company could not meet its bills, Mr. Pollock said, and when the Vernon Brothers' judgment was entered the bankruptcy proceedings were inevitable.

The J. J. Little & Ives Company, with a claim of $30,000, is the largest creditor, and still holds a large part of the printing plates which caused the debt, but it was said yesterday that it was questionable whether the printers could enforce a lien. Arthur W. Little, son of the founder of the Little & Ives Company, and who at one time was Treasurer of the Dillingham firm, said his claim were fully protected.

The Dillingham business, originally known as G. W. Carleton & Co., was started in 1857 by George W. Carleton, who conducted it up to 1886, when G. W. Dillingham succeeded him. Until the death of Mr. Dillingham in 1895 it was considered one of the leading publishers in the country. Among the great successes of the house were the publication of Augusta J. Evans's "St. Elmo" and "The Speckled Bird," both of which sold in thousands throughout this country and Great Britain; the works of Mary J. Holmes, and some of Marietta Holley's "Samantha Allen" stories.

At Mr. Dillingham's death the house was continued by his estate until 1906, when the present company bought the business for $115,000. The incorporators were John N. Cooke, Frank J. Reese, and Arnold Van Zorn, all of whom held positions under Mr. Dillingham. Captain Cooke bought out his partners later and for the last seven years had conducted the business alone.

It was said yesterday that because of his advanced age, and his often expressed desire that the business bring him only enough to live comfortably, Captain Cooke had not tried to extend the company's activities. The publications for the last five years had been confined almost solely to novellizations of successful Broadway plays, among them most of those produced by George M. Cohan and a few written by the late Richard Harding Davis.

FUR QUALITY RUNS HIGH.

Skins to be Auctioned Here Next Month the Best of the Year.

There will be a notable offering of skins at the coming sale of the New York Fur Auction Sales Corporation, which will be held here in Masonic Hall, 46 West Twenty-fourth Street, on Sept. 11 to 14, inclusive.

"With the closing of our last day for receiving merchandise," said William Zobel, executive officer of the corporation, last night, "we find that we have furs valued at upward of $1,000,000 to offer at the September sale. The collection in general is much superior to the furs offered in January and March of this year. The muskrat skins run especially well, a large percentage being suitable for seal dyes. The skunk skins for the most part are seasonable goods, both from the northern and eastern sections. The assortment of Russian furs contains a number of fine sable, white fox, kolinsky, ermine, and Siberian squirrel pelts. From Alaska we have received a fine collection of white, red, and blue fox, as well as parchment-pelted bear. The lynx and beaver offerings are above the average.

"Manufacturers report a brisk demand, and general conditions are very favorable for a good Fall trade. We have reports from London to the effect that higher prices are expected for skunk, and that full prices are looked for on muskrat, raccoon, opossum, and bear."

EXPECT BIG WOOL SEASON.

Manufacturers Are Preparing for Unprecedented Heavyweight Season

Special to The New York Times.

BOSTON, Aug. 30.—The American Wool and Cotton Reporter will say tomorrow:

"More business and more inquiries in the wool market have characterized the week under review with sales of 3,900,000 pounds. Manufacturers are looking about and will continue to do so as time goes on in preparation for the heavyweight season. Dealers are looking for a large business this Fall.

"A prominent feature of the market during the week was the interest in delaines, which are selling on a reasonable basis. Staple territory wools seem to be a little disappointing this year. Practically all of the new clip has been sold by the growers, but some of the Montana wools are yet to come.

"The woolen goods market appears to be in a reasonably satisfactory position. The demand has been such that increases in prices have been necessary. Without doubt the total business transacted is larger than normal, and is as great, or even greater, than could be hoped for under the present conditions.

"The cotton goods market is in a particularly strong position. Some speculation is liable to develop. The outlook is for a continued large demand and a more or less radical advance in prices."

French Serge Dresses Selling.

French serge dresses, simple in design, which wholesale from $3.75 to $12 each are selling well in navy, which is the staple color in serge, and following that black, and then brown. They are for misses or young women, with some in the quieter designs making simple frocks for older women. Some have white collars and cuffs in silk and all have pockets or pocket effects at front or side. The large sailor collar is the thing. Wool embroideries go well on these serge gowns, and purple and battleship gray are largely used on the navy. The gowns are made with rather straight lines and plaited skirts.

BUSINESS WORLD

Buyers' Wants

50 Cents per agate line each insertion. Count six words agate to a line.

BROADCLOTH.—Open for quantity champagne and white broadcloth. International Dress Co., 188 West 25th St.

BROADCLOTH.—S. & H.; all colors; will pay spot cash. Telephone Farragut 9030.

BROADCLOTH.—Botany's Columbia plushes, cash. Merit Co., 22 West 27th.

CHEVIOT.—Open for quantity American Woolen Co. No. 0341, green and plum; will pay cash. Madison Square 930.

COAT jobber wants contractor making nice styles, good work. Z 284 Times Annex.

COATS.—Last winter's ladies' coats and last season's suits; also line of raincoats open to buy for cash. Australian Export Co., 621 Broadway.

COATS.—Jabber looking for colored chinchilla coats. 803 Fifth Av., Room 608A.

COATS.—Medium and high-priced; all day. 145 West 30th, 11th floor.

COATS AND SUITS.—Will be looked at by jobbers, in the better grade. 19 West 24th, 11th floor.

COATS AND SUITS.—Placing stock orders Fall suits, coats. 18 East 30th.

CREPE DE CHINE.—Quantity; desire white, flesh, black, 40 inches; 75 to 80 cents, cash. Schlang, 151 West 26th.

CREPE DE CHINE in remnants and cuttings in large quantity. Wagner, 5 East 16th St.

DRESSES.—Open to buy serge and silk dresses in any quantity. Falk & Co., 19 West 27th St.

DRESSES.—Looking at samples of afternoon and evening dresses all week. 28-30 West 25th St., 1st floor.

DRESSES, coats and suits; will pay spot cash for jobs. 1,182 Broadway, Room 1802.

FLANNEL.—Parker-Wilder, quality 175 Copenhagen, red, and navy; submit sample; price must be right. Louis Greenberg & Brother, 114 East 25d St.

GEORGETTE, crepe de chine and novelty striped materials in a quantity; spot cash. Pansy Waist Co., 153 West 23d St. Phone Chelsea 4146.

GEORGETTE.—Open for large quantity of white Georgette; will pay spot cash. J. Ferber, 115 West 30th St.

GEORGETTES wanted at a price. Pansy Waist Co., 153 West 23d.

MACHINES.—We are open for Union Special or Singer overlock machines for spot cash. Rosengarten & Kellner, 20 West 20th St.

MACHINE.—Adding and listing machine; also Ball sample trunk; will pay cash. C 49 Times.

PLUSHES.—Will pay spot cash for Salt's and other plushes. H. B. Rubin, 40 West 25th St.

POPLINS. — Broadcloths, velours, serges, plushes, peau-de-cygnes. Phone Murray Hill 4035.

POPLINS, gabardines, and broadcloth; open for large quantity. T. Weinberg & Son, 144 West 27th St.

STONEY & STARKY.—Style 473. We are open for quantity, all colors; also heavy black thibets, 6-4. Rossoff & Miller, 142 West 24th St.

SUITS, Dresses, Coats, Skirts, Waists.—Better-grade jobs; cash. National Ladies' Specialty Corporation, 8 Lispenard St. Franklin 2412.

SUITS.—Jobber looking at suits from $8.50 to $12. 1,333 Broadway, 10th floor, 36th St. entrance.

SUITS AND COATS.—Jobber placing large orders on smart suits and coats, all prices. 10th floor, 32 West 27th.

TRUNKS.—Six second-hand Wardrobe trunks wanted. Phone 7194 Chelsea.

VELOURS.—F. and H., or Botany velours and broadcloath, all colors, for cash. Madison Square 466.

WAISTS.—Wanted, several hundred dozen lawn waists; job; showy goods; pay cash. Chas. Berkowitz, 736 Broadway.

OFFERINGS TO BUYERS.

BATHING SUITS AND JERSEYS, season 1917, now ready. Florence Knitting Mills, Philadelphia.

BROADCLOTH.—Columbia, serges, poplins, gabardine; also 800 yards of American Copenhagen bucklay; price reasonable. Telephone 0777 Madison Sq.

COATS.—Jobs white chinchilla and cloth; $2.25 up; plush trimmed, $9.75 up. Rineberg, 38 West 18th.

COATS.—Wonderful styles at surprisingly low prices. I. Novick, 40 West 28th St.

COATS.—Silk, plush coats, trimmed, $8.75. National Coat Co., 40 West 27th.

COATS AND SUITS.—A stunning American poplin suit, peau de cygne lined, $7.50; we show only double warp, heavy, all-wool serge suit, $6. M. J. Myers Co., 135 West 26th.

COATS, SUITS.—Wool poplin, fur trimmed, $8.75; snappy styles. Talbot Co., 114 West 27th St.

CORDUROY.—Dobson's style, C-3 wide wale, 54 inches; all colors. Telephone Farragut 9030.

DRESSES.—Silks, serges; jobs only. Merchandise Sales Exchange Co., 18 West 27th.

FUR trimming, black opossum; close out 1-2 inches, $0.50-$13. Madison Square 816.

GOODS.—500 pieces fancy cotton goods for sale. Morris & Co., 115 Worth St.

INSERTIONS.—A quantity of lace insertions only and embroidery insertions only; no edges; to close out cheap. The Daniels & Fisher Stores Co., 71 West 23d St.

MATALAMB.—H. & H., or Salt's matalamb, $1.90 net cash; also Wallace's satrachan in all colors. C 71 Times.

RADIUM CLOTH 250 pieces, all shades, at 95 cents a yard. Spring 1680.

SILK, 100 pieces, 40-inch brocades, evening shades, to close, $1 yard. Silk and Dry Goods Exchange, 428 4th Av.

SILKS for all trades; immediate delivery. Hyman & Haft, 44 East 25th St. Telephone Madison Square 8203.

SILKS.—All kinds of jobs. Silk & Dry Goods Exchange, northeast corner 4th Av. & 29th.

SILKS for all trades; immediate delivery. Marks & Senner, 354 4th Av., 8380 Md. Sq.

SINGLE WHITE COTTON.—For sale, about 7,000 pounds of 40s, frame spun, hosiery yarn, on cones, for prompt shipment from New York State mill. Charles W. Becker, commission merchant, Amsterdam, N. Y.

SNAP FASTENERS, Rubber Bathing Caps, Toothbrushes; spot, delivery. Burnstine & Nachman, 442 Broadway.

SUITS.—See our all wool poplin suits, $8.75; suits and coats on hand for immediate delivery. T. Weinberg & Son, 144 West 27th.

SUITS.—Specializing from $7.50-$13.50; quick deliveries. Bernstein & Co., 118 West 27th.

SWEATERS.—Pure silk, fibre silk; also fifty dozen silk mufflers; must close out; sacrifice prices. S. R. Sakal, 74 Washington St., 3d floor.

VELOUR suiting for immediate delivery. Louis Livingston, 79 5th Av.

WAISTS.—Lot, cheap, cotton waists; sacrifice for cash. Peelee, 113 Greene St.

Help and Situations Wanted.

SALESMAN.—Experienced, desires to represent reputable manufacturer for New York City. J 4 Times.

COMMERCIAL PAPER.

Yesterday...3¼@4 per cent. for the best names
Tuesday...3½@4 " " " "

The quotations are for six months' paper.

Crude Rubber Prices Ease a Bit.

In sympathy with a little easier tone to the London market, the local market for crude rubber took a slight downward turn yesterday. Trading continued to lag on all varieties, and nothing is looked for now in the way of buying activity until after the turn of the month. Despite the price decrease, upriver fine continued to be held proportionately higher than any other rubber in the market. Seventy cents a pound was asked for this grade for spot delivery, while up-river coarse was held at 42 cents and upper Caucho ball at 42½ cents. For the spot and nearby deliveries of pale crepe and smoked sheets 56¼ and 56 cents is asked, respectively, while for shipment in the last three months of the year each is quoted half a cent a pound higher.

Drug and Chemical Prices Up.

Weekly Drug Markets will say today that the trend of the market for drugs and chemicals has been mostly upward of late, advances in prices exceeding the deliveries for the past week. In the chemicals nothing of special interest has developed apart from higher values established on benzoic and carbolic acids. Predictions of a sharper rise in carbolic acid are based on rumored heavy buying for export and reports that Great Britain has placed large contracts here for forward deliveries. Mercury advanced $5 per flask of seventy-five pounds, closing at $77. Both domestic and Japanese refined camphor values scored further advances because of a higher primary market. Coumarin, saccharin, Venice turpentine, and liquid storax also moved up.

Taking Advantage of a Fad.

The vogue for the wearing of socks by women that made its appearance recently in the Middle West has been seized upon by a local wholesale knit goods distributor as a means of disposing of some sock effects in long hosiery that he has in stock. These show solid color effects in boot length in all the popular shadings, with the body of the stocking above the boot in white. Around the top of the boot runs a ribbed band similar to that seen in men's hose. These give the wearer the effect of having socks on, and yet give the usual protection. They are somewhat similar to the effects shown for Spring, save that the tops of the earlier hose were largely of flesh color instead of white, and that the boots were striped or clocked instead of being shown in plain solid colors.

Why Goods Are Hard to Get.

An instance of why certain merchandise is hard for retailers to get is supplied by the experience of a local jobbing house. This concern very recently received a shipment of Fall hosiery on what was in reality a re-order of goods during the last heavyweight season. They were originally due in February. With the mills supplying the jobbers with goods seven months after the delivery dates specified, the latter are wondering how the retailers can expect them to ship the merchandise on the dot.

Types of Blouses.

A pretty blouse, shown by one of the houses manufacturing this line of goods in popular styles and materials, is what they call an invisible plaid. It is all white, of a material on the crêpe de chine order, with the rather large plaid in the material. It is particularly pretty. Another attractive blouse shown by the same manufacturer is of a fine raised check material, all in the soft white silk, and called Georgietta. These are among the popular things with the crêpe de chines which are always good. All have deep collars. They will launder.

The Use of Velvet.

The great extent to which velvet is being used this year is illustrated by blouses shown in the retail stores. Some of these in a pale pink velvet are attractive and will be becoming when appropriately worn. They are shown with the long sleeves of a thin material of the same color and a deep cuff of the velvet. A deep fall of cream lace over the front adds to the beauty. A pale yellow is another color seen in a velvet blouse.

Styles of Fur Pieces.

The furrier is showing tails with many of his smart fur pieces. A fur scarf can be told from a large collar by the location of the tails. The scarf is longer and has the tails on the ends. The big collar or cape has no more shape, is a little shorter across and the tails fall from the bottom as the garment is worn. These cape-like furs are made with a long strip of the fur running across the top and the shorter strips set in opposite ways making the width. It gives that slightly striped effect, though all in one color, that has been seen in the last few years when the strip of fur from the centre of the back of the animal has been used. The long-haired black monkey, always appropriate, is being used for mourning wear in furs.

Having Handbags to Match.

Latest in the development of the soft handbag which every woman must now have is one to match her hat. The work is getting away from the bag manufacturer to the modiste. One of the smartest of these bags is worn with a black velvet hat of the Tam variety, the crown draped and the wide head band decorated with silver. The bag is one of solid appearance, three cornered, of the velvet, and decorated with the silver to match. A small, soft, drawn-up bag of the more usual variety is of one of the bright red velvets and with gold decorations to match an ornament on the hat. Another, in green and silver, matches a hat showing silver with green velvet. The bead bags, which have been used for so long now and which are always so costly, are coming out with a foundation of the beads in gold or silver, following the strong metal tendency of the season.

Buying Spring Hosiery Ahead.

The retailers are operating ahead on Spring hosiery in the local secondary market, with the results that deliveries are being demanded, on the average, about three months ahead of the time they would be wanted in normal seasons. Full lines are being bought, from all accounts, in men's women's and children's hose, and in plain cotton, lisle, and artificial and real silks. Everything seems to be scarce for immediate delivery, and as a result well-posted retailers are trying to cover on Spring stuff before a similar condition arises. One of the novelties offered for immediate delivery features a Richelieu stripe insert over the instep, the body of the stocking showing very narrow self-colored horizontal ribs about 2½ inches apart. There is a tendency toward solid colors, though a great many novelties in stripes are being taken, especially in black and white.

Gray Goods Trading Limited.

The deadlock between buyers and sellers as to the prices that should be paid for gray goods kept trading at pretty low levels in this market yesterday. Most of the demand was for spot and nearby goods, and while sales were reported at full prices on practically all of the constructions of printcloths listed below, none was said to be of sufficient size to warrant special mention. The Eastern mills were relatively higher in their price views than the Southern manufacturers, though each asked more than the buyers seemed to want to pay. Many of the Eastern makers are demanding 6¼ cents for 64-inch nearby 39-inch 80 squares, while Southern goods are said to be in the market in more or less limited quantities at an eighth less. There was not a great deal of business in coarse cottons, though enough was reported on 48-square, four-yard sheetings at 7 cents to establish the market at that figure. Closing printcloths prices were:

39-inch, 80-80s	*5¼c	38½-inch, 64-60s	6¼c
39-inch, 72-76s	*7¼c	38½-inch, 64-56s	6¼c
39-inch, 68-72s	*7¼c	38½-inch, 60-52s	5¼c
39-inch, 56-44s	5¾c	38½-inch, 60-48s	5¼c
38½-inch, 64-64s	6¼c	27-inch, 64-60s	4¾c

*Asked.

BUSINESS RECORDS

BUSINESS TROUBLES.

In Town.

SANTI PUGLISI, dressmaker, 326 East 116th Street, has filed a petition in bankruptcy, with liabilities of $1,371 to three creditors and no assets.

PEERLESS CREAMERY & DAIRY EQUIPMENT COMPANY, INC., 75 Vesey Street, has filed schedules showing liabilities of $7,188 and assets of $9,704.

ORSECK BROTHERS.—Judge Hand has appointed D. S. Hill of Liberty receiver for Orseck Brothers, general store at Parksville, Sullivan County, bond $1,500, on application of the H. O. Company. Liabilities were $16,000 and assets about $4,000. They were also manufacturers of mineral waters in New York City, at 56 Sheriff Street.

STATE LINE TELEPHONE COMPANY.—Wayne W. Wilson, who has been elected Trustee of the State Line Telephone Company of 10 Wall Street and Peekskill, N. Y., has filed a bond of $25,000, which has been approved by Stanley W. Dexter, referee.

NEW PREMIER MARKET, INC.—Judge A. N. Hand has confirmed a composition of the New Premier Market, Inc., of 2,121 Broadway, with creditors at 50 cents on the dollar cash.

JOSEPH WEINBERG, trading as J. Weinberg & Co., feathers, 9 University Place, who made an assignment on June 21, has had his property reassigned to him on a settlement at 30 cents on the dollar.

Discharges from Bankruptcy.

Judge A. N. Hand has granted discharges to these bankrupts:

CHARLES W. GRAHAM, 630 Falls Street, formerly builder; liabilities, $30,902.

JOHN KELLOCK, Yonkers; liabilities, $18,608.

JENNIE R. STEEN, Kingston, N. Y.

ELIAS W. SAMUELS, salesman, and JACOB SAMUELS, salesman, 606 West 135th Street, formerly of Harry Samuels & Bros.

WILLIAM Z. GREENE, real estate broker, 360 West 156d Street.

FRANTIN & KOSTICH, grocers, 919 East 156th Street.

PHILIP CHORNA, fruit peddler, 808 East 76th Street.

J. CLAVEL COMPANY, wholesale liquors, 68 Beekman Street.

FRED OEHL, liquors, 2,125 Third Avenue.

JOHN PITMAN, laundry manager, 350 West Forty-sixth Street.

GEORGE D. SNYDER, Jr., salesman, 891 Central Park West, formerly furniture dealer; liabilities, $21,968.

JACOB PARNES, baker, 189 Essex Street.

Out of Town.

NEWARK, Aug. 30.—Adolph C. Carstem, Judge of the Recorder's Court, Hoboken, who is receiver for the Van Tobel Company of Hoboken, manufacturers of embroidery, adjudged insolvent two weeks ago, was today authorized by Vice Chancellor Stevenson to continue the business for sixty days. The receiver and those interested are hopeful that the business can be rehabilitated. The company's assets are placed at about $60,000, while its liabilities exceed that amount by a few thousand.

JUDGMENTS.

The following judgments were filed yesterday, the first name being that of the debtor:

In New York County.

(Amounts $100 and over.)

Atlas Arms Co.—W. H. Warner.....$541.41
Ahrens, Henry—Bernhard Schwartz et al.....809.91
Bbokbinder, Louis—National Surety Co.....198.85
Bohrer, Lily L.—Petit & Reed.....128.92
Bellot, Alfred H.—Textile Paper Co., Inc.....134.57
Covington, Lucielle—S. D. Pirie et al..127.91
Commercial M. P. Co., Inc., & Life Photo Film Co.—I. Wagman.....126.77
Cameron, Alexander, Jr.—F. S. Haughtelling.....277.11
Craig, Harry D.—Armstrong Piano Co..142.15
Daily Credit Service Corp.—Hanover Press.....393.91
Dorr, Geo. L.—J. G. Faron et al.....112.46
Flynn, Catherine—Lax & Burgheimer, Inc.....525.16
Freifeld, Jacob K.—E. H. Wrightson....115.00
Fitzgerald, Fred. E.—E. A. Campbell..921.06
Hennessy, Thomas H.—Hood Tire Co., Inc.....111.06
Haas, Elmer H.—H. J. Robinson.....228.20
Lipsins, Margaret—W. J. Carey.....282.85
Ingber, Henrietta—Metropolitan Life Ins. Co.....23,355.02
Ivor Realty Corp., Marks Wolff and Jennie Wolff—H. G. Silleck, Jr.....166.02
Jacobson, Harry—A. I. Tamor.....123.98
Klapsparth, Carl N.—R. E. Schultz....459.50
Kamer, Joseph W.—A. Haldtmann.....175.14
Kneeland, A. Deloe—U. S. Realty Imp. Co.....196.54
Lowerre Summit Development Co., Inc., & Francis S. Kale—Yonkers Hay & Grain Co.....382.05
Lestrade, Schuyler—Gorham Co.....447.13
Longo, Baltheasare—S. Echelman.....100.00
Lyons, Harry S.—S. Echelman.....661.90
Marcus, Morris—H. Richter's Sons....628.31
McCaull, Wm. H.—H. W. Siebert et al.123.54
Manni, Frank, and Cas. Co. of Am.—People, &c.....1,600.00
Messer, Nicholas P., and Geo. W. Fraize—State Bank of Syracuse.....4,798.90
Oltenheimer, Sidney—Jos. Jonasson & Co., Inc.....160.15
O'Rorke, Michael—H. Hakoun.....119.41
Perricelli, Luigi—G. E. Green.....1,145.25
Pyke, Alla E.—G. E. Green.....1,820.25
Rowland Sawyer—A. Chalef et al....101.78
Smith, Sydney A.—I. Medera.....128.91
Scaradale Co.—M. E. Thayer.....24,456.27
Sun Printing Co.—J. Fay.....252.17
Toleto, Guisto Eoleto—J. A. Vesely....202.97
Van Brunt, Robert W.—P. N. Archdeacon.....162.99
Weinstein, Max—Strea Coal Co., Inc...127.22
Zang, Frederick—John G. Bros.....393.78
Brodsky, Louis B.—City of New York.....252.34
Boynton, Frank A.—Same.....258.45
Brook, Michael—Same.....252.45
Fornicikel, Joseph G.—Same.....253.45
Devoe, George—Same.....253.45
Glidden, Wright L.—Same.....119.37
Knox, Wm. H.—Same.....233.45
Simpkinson, Chas. W.—Same.....258.45
Welch, Augustus W.—Same.....252.34
Walch, F. Michael—Same.....235.34
W. O. Fitch Hardware Co.—Same.....135.84

In Bronx County.

Rollevere, Leon B.—H. C. Frauenthal..$327.91
Billings, Andrew E.—R. S. Mighill.....28.01
Crotona Avenue Realty Co.—A. Wall et al.....222.91
D. S. Plummer Brick Co. and Francis H. Bent—C. H. B. Hollers.....372.49
Flaherty, Thomas—M. Weinberg.....372.49
Jacobson, John—S. A. Seidman.....357.45
Meier, Henry W., as admr.—O. Dugan..126.00
Mann, Morris, as guardian—N. Y. Telephone Co.....22.90
Ognibene, Vincenzo, as guardian—N. Y. Telephone Co.....22.90
Sole Realty & Const. Co.—F. Schnauffer.....1,230.49
Winter, Emma—E. Mailphant.....45.27

SATISFIED JUDGMENTS.

The first name is that of the debtor, the second that of the creditor, and date that when Judgment was filed.

New York County.

Casualty Co. of Am. and Margaret Stone—People, &c., Aug. 2, 1916.....$500.00
Casualty Co. of Am. and May Wilkins—People, &c., Aug. 11, 1916.....500.00
Halle, Gustave—Jaburg Bros., June 7, 1916.....168.05
Goth, Samuel—D. Fevney, May 12, 1914.139.89
Kaughran, Annabella McC.—W. W. Merriam, Oct. 22, 1907.....113.82
Kassel, Abraham—Northern Bank of N. Y., May 8, 1912.....8,510.20
Steel and Masonry Contracting Co.—G. Muench, May 2, 1912.....3,113.98
Sulzer, Eli—Northern Bank of N. Y., June 4, 1918.....9,068.82

THE SILK CLEARING HOUSE OF AMERICA — SAMUEL EISEMAN & CO. — 114-120 EAST 23d ST.

Immediate Delivery

BLACK SILKS

yard wide—all in the neighborhood of $1.00 per yard.

Black Satins—Black Taffetas—Black Paillette de Soie —and various other desirable weaves.

SAMUEL EISEMAN & CO. 114-120 East 23d St. Tel. Gramercy 6204

B.B. B.B.

"WONDERFUL!"

say the buyers of our suits made of Forstmann & Huffmann BROADCLOTH and VELOUR, all-silk peau de cygne lined, trimmed with fur, coats full length,

at $14.75, to Retail at $25.

Bernard Bloom & Bro.

14-16 EAST 33D STREET

B.B. B.B.

CAN BUY NEWSPAPER STOCK

Court Authorizes McLean Estate to Purchase Wilkins's Holdings.

Special to The New York Times.

WASHINGTON, Aug. 30.—An order signed today by Justice Siddons of the Supreme Court of the District of Columbia authorized the American Surety and Trust Company, as executors of the estate of the late John R. McLean, to purchase for $469,800 the minority interest of John F. Wilkins in the Washington Post Company. Mr. Wilkins owns 270 shares of stock, and the price to be paid is $1,740 a share, the amount set by Mr. Wilkins at which he would either buy the McLean holding of 320 shares or sell his own interest.

To afford the executor of the McLean estate capital to complete the purchase, the court authorized the trust company to sell $500,000 worth of United States bonds belonging to the McLean estate, or such other securities as in the sound judgment of the trust company could be advantageously sold. The executor may use a portion of the cash of the estate and sell only such securities as may be necessary to raise the purchase price of the Post stock.

House Adopts the Shipping Bill.

WASHINGTON, Aug. 30.—The Administration shipping bill was finally disposed of in Congress today when the House, without a record vote, concurred in all Senate amendments. The bill now goes to President Wilson.

ARRIVAL OF BUYERS

Arriving Buyers may register in this column by telephoning 1000 Bryant.

ALLENTOWN, Penn.—Hess Bros.; J. F. Diefenderder, silks, velvets, wash and dress goods; 41 Union Sq.

ATLANTA, Ga.—I. Yudelson; M. Yudelson, general mdse.; Albert.

AUSTIN, Tex.—Peoples D. G. Co.; Miss H. Shaw, Fall coats, suits; 13 East 30th.

BALTIMORE, Md.—Hochschild, Kohn & Co.; Miss C. H. Fuld, children's wear; 220 5th Av.

BALTIMORE, Md.—Baltimore Bargain House; C. A. Miller, house dresses, kimonos, petticoats; 354 4th Av.

BALTIMORE, Md.—Joel Gutman & Co.; Miss T. Stiebel, muslin underwear; 200 5th Av.

BALTIMORE, Md.—Joel Gutman & Co.; Miss M. Butler, gloves; 200 5th Av.

BALTIMORE.—Wm. Koch Importing Co.; E. H. Zeller, foreign toys; Imperial.

BALTIMORE—Hecht-Brittingham Co.; H. Hecht, millinery; Imperial.

BESSEMER, Ala.—Erlick & Lefkowitz; S. Erlick, dry goods, millinery, shoes, men's and women's garments; 1,161 B'way; Marlborough.

BINGHAMTON, N. Y.—Hills, McLean & Haskins; W. H. Field, furnishing goods, notions; 320 5th Av.; Collingwood.

BLUEFIELD, W. Va.—H. Slatch, dry goods; Grand.

BOSTON—R. H. White Co.; G. Lee, Mr. Morley, laces, trimmings, ribbons, neckwear, hdkfs.; 470 4th Av.

BOSTON, Mass.—Conrad & Co.; Miss S. B. Blumenthal, costumer; 15 East 26th.

BOSTON, Mass.—W. A. Bacon Co.; Miss Rice, women's and children's hosiery, underwear; 1,133 Broadway.

BOSTON—Wm. Filene's Sons Co.; Miss Haughey, misses' suits; Miss Murphy, misses' dresses; basement; Mr. Fanning, men's, boys' furnishings; 116 West 32d.

BOSTON, Mass.—Gilchrist Co.; T. N. Wilson, ready-to-wear; 315 5th Av.

BOSTON, Mass.—Gilchrist Co.; Miss S. O'Brien, suits, skirts; Miss M. Hornstein, women's coats; 315 5th Av.

BOSTON—E. T. Slattery Co.; Miss Thompson, suits; Miss Kane, misses' suits; Miss Kennedy, underwear, negligees, infants' wear; 23 W. 33d.

BOSTON—Lagrane-Houston Co.; C. E. Restall, domestics; Miss Gilligan, cotton underwear, waists; Great Northern.

BOSTON—William Filene's Sons Co.; T. Lyford, furs; 116 W. 32d.

BOSTON—Jordan-Marsh Co.; S. A. Campbell, handkerchiefs; 432 4th Av.

BOSTON—Shepard-Norwell Co.; Miss M. Barnes, ribbons; Miss M. Crawford, gloves; Miss Murphy, representing; 220 5th Av.

BRADDOCK, Penn.—Katz & Goldsmith; Miss Christy, muslin underwear; 72 Madison Av.

BUFFALO, N. Y.—William Hengerer Co.; Miss E. Dean, waists; 18 West 35th.

BUFFALO, N. Y.—Flint & Kent; J. A. Milligan, silks, dress goods; I. B. Hope, clothing, hats, furn. goods; 225 5th Av.

BUFFALO—Lynch & Kelley; E. D. Ibottson, furn. goods; Imperial.

BUFFALO, N. Y.—Wm. Hengerer Co.; Miss P. Brinton, ready-to-wear; Miss E. Dean, waists; 18 W. 35th.

CARLISLE, Penn.—Imperial Dept. Store; Mrs. Purdy, ready-to-wear; 1,270 B'way.

CARROLLTOWN, Ky.—Howe Bros.; J. B. Howe, dry goods, carpets, men's and women's clothing; 39 West 32d.

CHICAGO—Marshall Field & Co.; T. Bostart, men's underwear; 104 Worth.

CHICAGO—Mandel Bros.; Miss E. Doherty, costumes, waists; Miss E. Carney, misses' ready-to-wear; Miss Kessler, coats, skirts; Miss L.

Central Illinois Light Co.
First & Refunding Mortgage Five Per Cent. Gold Bonds

Authorized by the State Public Utility Commission of Illinois.

Secured by a mortgage on entire property of the Company now owned or hereafter acquired, subject only to $2,566.00 underlying bonds which must be paid at maturity in 1922 and 1923. Earnings 2.77 times all bond interest charges.

Price 97½. To yield about 5.20%

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Generates and distributes electricity to more than one million people in the State of California.

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Your investments and financial transactions are vitally important, no matter their volume. Read The Annalist every week.—Advt.

FINANCIAL MARKETS

Prices Reflect Uncertainty of Railroad Situation—Two Views of the Outcome.

Wall Street found it difficult yesterday to adhere to its belief that a nation-wide railroad strike would be averted, but enough people still believed that there would be no strike to offset most of the market effect of the critical situation which has developed between the railroads and their men despite the efforts of the President to bring about agreement between them. In a good many parts of the list prices sagged, but in very few stocks was there pronounced weakness.

The market was not greatly unsettled even by the statement of the head of one of the brotherhoods that only the grant of the men's demands could now avert a strike, or by the view expressed by the chairman of one of the large Western systems that a strike was now inevitable. A large part of the financial community still does not believe that. Many are looking for a postponement of the strike and subsequent action by Congress which will accomplish with the aid of legislation what so far it has not been possible to accomplish by agreement.

The action of the fist, however, showed that more uncertainty was felt over the outcome of the crisis than had previously existed. But not all of the buying which helped to sustain prices was attributable to the belief that there would be no strike. Some of it was due to the feeling which was voiced in railroad circles and in some important banking circles that a strike would be preferable to submitting to the demands of the men. In these circles one heard the view expressed that to yield to the threat of a strike would lead to a long series of demands, which would prevent industrial rest for years to come. In these quarters the belief prevailed that a strike would not succeed, and that the outcome of this nation-wide railroad struggle would discourage similar strike threats for some time to come. It is on that theory that one heard it said here and there in the financial district that a strike would be the lesser of the two evils confronting the railroad managers.

In this matter there cannot be absolute certainty, but the probability is that a way will yet be found to avert the suspension of railroad operation. It is not hard to imagine a suspension of the strike order, and the order once suspended would be unlikely to be renewed. Before it would be likely to be renewed Congress would be pretty sure to have taken steps which would crystallize public sentiment on the question of the threatened strike in concrete legislative proposals designed to give labor all it could reasonably claim and the railroads any relief which they might really need, and both without subjecting the public to the embarrassment and danger of a suspension of railroad freight transportation. It is still a situation out of which good may yet come.

MONEY AND EXCHANGE.

RESERVE BANKS DISCOUNT RATES.

	Days.			
	10 or Less.	Over 10 to 30	Over 30 to 60	Over 60
		up to 30,	up to 60,	up to 90.
Boston	3	3½	4	4
New York	3	4	4	4
Philadelphia	3½	4	4	4
Cleveland	3½	4	4	4
Richmond	4	4	4	4½
Atlanta	4	4	4½	4½
Chicago	3½	4	4	4½
St. Louis	3	4	4	4½
Minneapolis	3	4	4	4½
Kansas City	4½	4½	4½	4½
Dallas	4	4½	4½	4½
San Francisco	3	3½	4	4½

	Trade Acceptances.		
	Agricul. Over 90.	Up to 60. 60 to 90.	Commodity.
Boston	3½	3½	3½
New York	3	3½	3½
Philadelphia	4½	3½	3½
Cleveland	3½	3½	3½
Richmond	4½	3½	3½
Atlanta	5	3½	3½
Chicago	5	3½	3½
St. Louis	5	3	3½
Minneapolis	5	3½	3½
Kansas City	5	3½	3½
Dallas	4½	4	4
San Francisco	5½	3	3½

*Up to 30 days; over 30 to 60, 4 per cent.; over 60 to 90, 4½ per cent., and over 90, 5 per cent.

COLLATERAL LOANS.

Call.

High.	Low.	Last.	Renewal Rate.
2½	2½	2½	2½

Time.

60 days	3½@3
90 days	3¼
4 months	3½@3¾
5 months	3½@3¾
6 months	3½@3¾

BANK ACCEPTANCES.

Eligible for rediscount with Reserve Bank, 60 to 90 days 2%@2¾%
Not eligible, 60 to 90 days 2¾@3

COMMERCIAL PAPER.

Best-Known Names.

30 to 90 days	3 @3¼
4 to 6 months	3½@4

Other Names.

4 to 6 months	3¾@4

FOREIGN EXCHANGE.

Range of Rates.

Sterling—	High.	Low.	Last.	Ch'ge.
Demand	$4.75¾	$4.75¼	$4.75¼	—.00½
Cables	4.76¼	4.76¼	4.76¼	..
Francs—				
Demand	5.88¼	5.89¾	5.89¾	—.00½
Cables	5.88½	5.89¼	5.89	..
Marks—				
Demand	70.62½	70.62½	70.62½	..
Cables	70.68¾	70.68¾	70.68¾	..
Rubles—				
Demand	34.25	33.15	33.15	+.15
Cables	34.50	33.35	33.35	+.10

Closing Rates.

Following are yesterday's closing rates, compared with the normal rates of exchange based on the mint par of exchange adapted to the customary way of quoting the several exchanges. Sterling is quoted at so many dollars to the pound, German exchange so many cents to four marks, and French, Italian, and Swiss exchanges so many francs or lire to the dollar. The other exchanges in this list are quoted so many cents to the units of currency in the several countries:

Normal Rates of Exch.	Yesterday's Close—Demand or Check.	Cable.
4.8665 London	4.75¼	4.76¼
5.1826 Paris	5.89¼	5.88½
95.28 Berlin	70.62½	70.68¾
5.1826 Switzerland	5.29½	5.28¾
19.295 Greece	19.40	19.45
20.26 Austria	6.34½	6.47½
26.73 Scandinavia—	12.20	12.25
Copenhagen	27.50	27.62½
Christiania	28.45	28.62½
Stockholm	28.45	28.62½
19.20 Spain	20.15	20.20
40.19 Holland	41.12½	41.25
China—		
Hongkong	51.75	51.90
Shanghai	73.00	72.00
32.44 Bombay	32.62½	32.75
32.44 Calcutta	32.62½	32.75
Japan—		
49.84 Kobe	50.62½	50.75
49.84 Yokohama	50.62½	50.75
Philippine Islands—		
50.00 Manila	50.25	50.37½
South America—		
42.44 Buenos Aires	41.55	41.65
32.44 Rio	24.65	24.75

†Plus ⅛.

TIME BILLS ON LONDON.

Bankers.— 60 Days.	90 Days.	Commercial.— 60 Days.	90 Days.
$4.71¼	$4.69½	$4.70⅝	$4.68¾

Clearing House Exchanges.

Clearing House exchanges, $416,738,687; balance, $25,973,676; Sub-Treasury balance, $1,163,902.

Domestic Exchanges.

Boston, par; Chicago, 15c discount; St. Louis, 15@10c discount; San Francisco, 15c premium; Montreal, $1.25 premium, up $.3125.

Silver.

Bar silver in London, 32d, up 3-16d; in New York, 67¼c, up ⅝c; Mexican dollars, 51⅝@55⅝c.

NEW YORK STOCK EXCHANGE

WEDNESDAY, AUG. 30.

	Shares.
Total sales	
Same day last year	664,576
Same day two years ago	671,168
Year to date	Ex. closed.
Same period last year	109,977,718
Same period in 1914	97,676,022
	41,989,158

Closing Bid.	Closing Ask.	Sales.		First.	High.	Low.	Last.	Net Chge.
54½	55	100	Acme Tea	54⅜	54⅜	54⅜	54⅜	—¼
135	140	400	Adams Express	135	135	135	135	—1
12⅜	13½	11,200	Alaska Gold Mines	13½	13½	11½	13	— ½
7¼	7¾	700	Alaska Juneau	7¼	7¼	7⅛	7⅛	— ⅛
64	67	200	Ajax Rubber	..	..	..	..	..
22⅝	23	800	Allis-Chalmers Mfg	66	66¾	66	66½	—⅞
77	78½	700	Allis-Chal. Mfg. pf	22½	23	22½	22½	+1½
75½	77	800	Am. Agricul. Chem	78	78	78	78	— ½
80⅞	87⅛	1,900	Am. Beet Sugar	75	76	75	75¾	— ⅛
191	200	200	Am. B. S. & F. pf	86¾	86¾	85¾	86½	— ¼
59⅜	60	7,400	Am. Can	198	198	197	197	— ¼
113½	113½	1,400	Am. Can pf	59	60¼	58½	59⅞	—1
60½	61	1,300	Am. Car & Fdry	112	113⅞	112	113¼	+1¼
143	145	100	Am. Coal Products	61	61	60½	61	..
52½	53	100	Am. Cotton Oil	145	145	145	145	..
94	94¾	300	Am. H. & Leather	52⅜	52⅞	52⅜	52⅜	..
51½	52	200	Am. H. & Leath. pf	9⅝	9⅝	9⅝	9⅝	..
27½	28	400	Am. Ice Securities	51½	51½	51½	51½	+ ½
21½	21¾	1,500	Am. Linseed	28	28¼	28	28	..
49	49¾	1,200	Am. Linseed pf	20⅞	21¾	20⅞	21⅜	+ ½
74	75	10,200	Am. Locomotive	46¾	49⅝	46¾	49	+2
104	105	400	Am. Locomotive pf	74½	75¾	74¼	74⅝	— ⅛
7	7½	100	Am. Malt	104	105	104	105	..
96⅜	96⅞	5,600	Am. Smelt. & Ref	7	7⅝	7	7	..
111½	112½	100	Am. Smelt. & R. pf	97¼	97⅝	96⅜	96⅜	— ¼
84	85	500	Am. Smelt. & R. pf. B	112¾	112¾	112¾	112¾	— ½
53	53¼	300	Am. Steel F'dries	85⅛	85⅞	85	85	+ ⅛
109	110	900	Am. Sugar Ref	53½	53¾	53¼	53¼	..
130½	131	300	Am. Tel. & Tel	110	110	109½	109½	— ½
219½	220	200	Am. Tobacco	131	131	130⅝	130⅝	— ⅝
107	108	200	Am. Tob. pf. new	220	220	220	220	— ½
44½	45½	400	Am. Woolen	108	108	108	108	— ⅛
32	33⅜	2,300	Am. Zinc, L. S	44	44½	43⅞	44½	+ ⅞
65½	67¼	400	Am. Zinc L. S. pf	33	33½	31½	32¾	+ ⅛
84	84⅞	20,800	Anaconda Copper	67	67¾	65½	65⅞	—1½
70¼	71	1,600	Atlantic, G. & W. I	84½	84⅝	83¾	84	—1
69½	70	500	Associated Oil	69	71	68	71	—1
102⅝	103	2,300	Atch. Top. & S. F	68¾	68¾	67	67	—½
98⅝	98⅞	200	Atch. T. & S. F. pf	102¾	102⅞	102¾	102⅝	— ⅛
111	113½	100	Atlantic Coast Line	98⅝	98⅝	98⅝	98⅝	— ½
76½	76¼	6,100	Baldwin Loco	113	113	113	113	—1
104	105	100	Baldwin Loco. pf	76¾	77¼	76¼	76¼	—1¼
84½	84¾	3,500	Baltimore & Ohio	104½	104⅝	104½	104⅝	— ⅛
72¾	73	600	Baltimore & O. pf	84⅞	85	84½	84¾	— ⅛
1⅞	1¾	200	Batopilas Mining	72⅞	73	72½	73	— ⅛
79	79⅝	10	Bklyn Rapid Tran	1⅞	1⅞	1⅞	1⅞	— ⅛
63	63½	200	Burns Brothers	85½	85½	85½	85½	..
29	30	7,800	Butte & Superior	78⅞	79¼	78½	79¼	+1⅛
18	19	100	Butterick Co	64½	65⅜	62	63¼	—2⅞
44½	45½	800	California Petrol	29	29	29	29	+ ⅛
176½	177½	400	California Pet. pf	18	18½	18	18¼	+ ⅛
55¼	56	2,100	Canadian Pacific	46	46	45½	45½	+ ¼
103	103½	1,800	Central Leather Co	177	177⅜	176½	177	— ⅜
59½	60	300	Chandler Motor	55½	55¾	55½	55¾	— ⅛
35½	36	2,300	Chesapeake & Ohio	102½	103	102½	103	..
92½	93	200	Chi. Gt. West.	60¾	60¾	60	60	—1¼
120	127	2,300	Chi., Mil. & St. P	35⅞	35⅞	35¼	35⅝	+ ⅛
17¼	17½	100	Chi., M. & St. P. pf	93¼	93¾	92⅝	93	+ ⅜
19¾	20	1,000	Chi., Rock Isl. & P	126	126	126	126	— ⅜
51	51¼	300	Chile Copper	17⅛	17¼	17	17⅛	— ⅛
70	71	2,200	Chino Copper	20	20	19⅞	19⅞	— ⅛
46¼	46½	300	Cluett, Peabody Co	50⅜	51⅝	50⅜	51¼	— ⅛
96	98	6,500	Col. Fuel & Iron	70	70	70	70	— ⅛
14	14⅜	300	Continental Can	47	47	46¼	46½	—1
73¾	74	500	Corn Products Ref	97	97¼	97	97¼	+1
117	117¾	9,650	Crucible Steel	14	14⅝	14	14	— ⅛
230	240	200	Crucible Steel pf	75	75½	74	74	— ½
53⅞	54¼	100	Cuban-Am. Sugar	11⅞	11⅞	11⅞	11⅞	— ⅛
94	94½	2,800	Cuba Cane Sugar	230⅜	230⅜	230⅜	230⅜	—13⅞
118½	119	400	Cuba Cane Sugar pf	53½	54	53¾	54	+ ⅛
44⅝	45	900	Diamond Match	94½	94¾	94⅜	94⅜	— ⅛
24½	25	1,300	Distillers' Securi	119	119	119	119	..
62⅞	64½	100	Dome Mines	44⅞	45	44⅝	44⅝	— ¼
35⅝	36⅜	100	Elec. Storage Bat	23⅞	25	23⅞	24	— ¼
52⅝	52¾	5,700	Erie	63	63	63	63	+1
169	170	300	Erie 1st pf	36⅞	36⅞	35⅞	36⅛	—2
570	575	300	General Electric	252	252	252	252½	— ½
123	124	600	General Motors	168½	169½	168½	169½	— ⅝
71	71⅜	2,800	General Motors pf	567	575	567	573	+1
116½	117	2,800	Goodrich (B. F.) Co	122	124	122	124	+2
36¼	36½	3,600	Great Northern pf	71	72½	70⅝	71⅜	— ⅛
44⅞	46	600	G. N. certs. ore prop	116½	117	116½	116½	— ⅜
71	75	200	Greene Cananea	37	37	36⅝	36¼	—1
100½	101	1,100	Gulf States Steel	45⅛	45½	45	45	— ⅛
54¾	55	17,500	Illinois Central	73¼	73¾	73	73	—2
16¼	16⅝	1,500	Inspiration Copper	101	101¼	101	101	— ⅛
10	11	200	Interboro Consol	53½	55½	53½	55½	— ⅛
40	40½	300	Int. Agricultural	16½	16⅝	16½	16½	..
118	120	200	Int. Agricultural pf	11	11	11	11	..
100	110	225	Int. Harv. N. J., pf	40¼	40¼	40¼	40¼	—2
42⅞	43	97,800	Int. Harv. Corp. pf	118½	118½	118	118	— ⅞
103	103¼	80,300	Int. Mer. Mar. t. r	108	108	108	108	— ½
40½	41	5,040	Int. Mer. Mar.pf.t.r	43⅞	43⅞	39⅝	42⅞	+2⅝
15½	15¾	400	Int. Nickel	100¼	100¼	100¼	100¼	+1⅜
70¾	71	400	Int. Paper	40½	41¾	40½	40⅞	+1⅛
90	92	1,000	Int. Paper pf	15½	15⅞	15½	15⅞	+⅜
24¾	25	500	Jewel Tea	70½	71	70½	70½	—1
77	77¼	25,100	Kansas City South	91⅜	91⅜	90	90	—1⅝
48½	48⅝	6,000	Kelly Spring. Tire	24½	24½	24½	24½	— ⅝
75	75½	1,400	Kennecott Copper	76¾	77	76¾	76¾	+ ⅛
19	20	100	Lackawanna Steel	49⅝	49⅝	48⅝	48⅝	+ ⅛
45½	46	1,300	Lake Erie & West	75⅜	75½	75	75⅜	— ⅛
78	78¼	1,000	Lee Rubber & Tire	19½	19½	19½	19½	— ⅛
120	121	16	Lehigh Valley	47	47	45	45½	—1¾
18	19	100	Liggett & Myers pf	79	79	78	78¼	— ¾
121	121	100	Loose-Wiles Bis.cfs	121	121	121	121	..
16¾	16¾	100	Loril., (P.,) Co. pf	16¾	16¾	16¾	16¾	— ⅛
118½	119	100	Louis. & Nash.	118½	118½	118½	118½	+ ¾
3,250	3,300	100	Maxwell Motors	129⅜	129⅜	129⅜	129⅜	+ ⅛
81	82	300	Maxw. Motors 1st pf	81	82	81	82	+ ⅛
85⅛	85⅜	3,000	Max. Motors 2d pf	85⅛	85¼	85¼	85¼	— ⅛
55	55½	1,400	Mexican Petroleum	55	55½	54⅝	55⅛	— ⅜
102¼	102⅝	100	Miami Copper	102¼	102⅝	102	102⅛	— ⅛
34½	34¾		Mo., Kan. & Texas	34	34¼	34	34¼	— ⅛
122⅝	122⅞		Missouri Pacific	122⅝	122⅞	122⅝	122⅞	+ ⅛
35⅞	36		Mo. Pacific ctfs	35⅞	35⅞	35⅞	35⅞	— ⅛
39¼	39¾		Montana Power	39¼	39¾	39¼	39¼	— ⅛
91⅝	91¾		Nat. Cloak & Suit	91⅝	91⅝	91⅝	91⅝	— ⅛
76⅝	76¾		Nat. En. & St. Co	76⅝	76⅝	76⅝	76⅝	— ⅛
23½	23⅝		Nat. Lead Co	74⅝	75¼	74⅝	75¼	— ⅛
64⅞	64⅞		Nevada Con. Cop	23½	23⅝	23½	23⅝	— ⅛
18⅜	18⅝		N. Y. Air Brake	64⅞	64⅞	64⅞	64⅞	— ⅛
136⅜	136⅝		N. Y. Central	18⅜	19	18⅜	18⅝	— ⅛
103¼	103⅝		N. Y., Chi. & St. L	136⅜	136⅝	136⅜	136⅜	— ⅛
35⅞	36		N. Y. N. H. & H	103¼	103⅝	103¼	103⅜	— ⅛
58⅞	58⅝		Norfolk & Western	35⅞	35⅞	35⅞	35⅞	— ⅛
129	129½		Northern Pacific	58⅞	58⅞	58⅝	58⅝	— ⅛
110	110		Pacific Mail	129	129½	129	129½	+ ⅛
26	27⅞		Penn. R. R.	110	110	109⅜	109⅜	— ⅝
55¼	55½		Philadelphia Co	27⅞	27⅞	27⅞	27⅞	— ⅛
39½	39¾		Pittsburgh Coal	55⅜	55⅜	55⅜	55⅜	— ⅛
28½	28⅝		Pitts. Coal pf	39½	39½	39½	39½	— ⅛
27	27		Pressed Steel Car	28⅛	28⅜	28⅛	28⅜	— ⅛
52	52½		Pressed Steel C. pf	27	27	26	26	— ⅛
101⅜	101⅝		Public Service N. J	52	52½	52	52	— ⅛
130	130		Railway Steel Sp	101⅜	101⅝	101⅜	101⅝	— ⅛
45	46		Ray Cons. Copper	130	130	130	130	—1½
24⅝	24⅝		Reading	45	46	45	45¼	— ⅛
104½	104⅞		Reading 2d pf	24⅛	24⅝	24⅛	24⅜	— ⅛
45½	45½		Rep. Iron & Steel	104½	104⅞	103¾	103¾	—1⅜
51⅛	52⅜		Rep. Iron & S. pf	45½	45½	45½	45½	— ⅝
113½	113½		St. L. & S. F. w. i	51⅛	52⅜	51⅛	51⅝	— ⅜
16	16		St. L. & S. F. pf	113½	113½	113½	113½	— ⅝
203	205		Sears, Roeb. & Co	16	16	15⅝	15⅝	—1⅛
28⅜	28⅜		Shattuck-Arizona	203	205	202	205	— ⅛
27⅛	27⅛		Southern Pacific	28⅜	28⅜	27⅛	27⅛	+ ⅛
97¾	97¾		Southern Railway	27⅛	27⅛	27⅛	27⅛	—1⅛
23⅜	23⅜		Southern Ry. pf	97¾	97¾	97¾	97¾	— ⅛
68	68		Studebaker Co	23⅜	23⅜	23	23	— ⅛
67½	67½		Tennessee Copper	68	68	67½	67½	— ⅛
124½	124½		Texas Co	124½	124½	124½	124½	+1⅝
23¾	24¾		Texas & Pacific	23¾	24¾	23¾	23¾	— ⅛
192	193		Third Avenue	192	193	191	191	—3
11½	11½		Tobacco Products	11½	11½	11½	11½	— ⅜
62	62½		Twin City R. T	62	62½	62	62½	—1
46	46		Union B. & P. Co	46	46	46	46	..
97½	97½		Union B. & P. Co. pf	8	8	8	8	..
8	8		Union Pacific	139¾	140¼	139	140	..
46	46		Un. Cigar Mfrs. pf	104¼	104¼	104¼	104¼	..
139¾	140¼		United Cigar Stores	104¼	104¼	104¼	104¼	..
104¼	104¼		United Cigar Stores pf	99⅞	99⅞	99⅞	99⅞	..
99⅞	99⅞		United Fruit Co	163½	164¾	162½	162½	— ¾
163½	164¾		United Rys. Invest	83	83	83	83	— ⅛
83	83		U. S. C. I. P. & F	194	194½	194	194½	— ⅝
194	194½		U. S. C. I. P. & F. pf	102⅜	102⅝	102⅜	102⅝	— ⅝
102⅜	102⅝		U. S. Indus. Alco	52⅝	52⅝	52⅝	52⅝	— ⅜
52⅝	52⅝		U. S. Rubber	109	110	109	110	— ⅝
109	110		U. S. Rub. 1st pf	56	57¼	56	56½	— ⅛
56	57¼		U. S. Steel	110¾	111¾	110¾	111¼	— ⅛
110¾	111¼		U. S. Steel pf	95½	96⅝	95½	96⅛	+ ⅛
116,300	96¼		U. S. S. R. & M	117¾	117¾	117¾	117¾	— ⅛
80,300	103¼		Utah Copper	69¾	69¾	68¼	68⅝	—1⅛
1,500	41		Utah Securities	82	82⅜	80¾	81⅜	— ⅛
1,600	5,040		Va.-Car. Chemical	40½	40½	40½	40½	— ⅛
6,600	69¾		Wabash	13⅝	13⅞	13⅝	13⅞	— ⅛
6,600	71		Wabash pf. A	48⅝	49¼	48⅝	48⅝	— ⅛
700	71		Wabash pf. B	20⅜	20⅜	20⅜	20⅜	— ⅛
100	72		Wells Fargo Exp	26½	26⅝	26⅝	26⅝	— ⅛
10	95½		Do., odd lot	124	124	124	124	—1
100	100		Western Union Tel	122	122	122	122	..
1,600	58⅝		Westingh. E. & M	125	125	125	125	..
100	112		Wheeling & L. E	94¼	94¼	94¼	94¼	—1½
4,900	45⅞		Willys-Overland	58¼	58⅞	58¼	58½	..
100	105		Willys-Overland pf	45½	46⅝	45½	45½	— ⅛
400	50		Wisconsin Central	4¼	4¼	4¼	4¼	— ⅛
700	135¾		Woolw., (F. W.,) Co	104	104	104	104	— ⅜
300	32½		Worthington P. & M	47⅝	49	47⅝	49	— ⅜
				136	136	135½	135½	—1⅜
				31¼	32	31⅛	31⅛	—1⅜

NEW YORK CITY BONDS.

		Yesterday. Bid.	Asked.	Tuesday. Bid.	Asked.
6s	Sept., 1916	100	..	100	..
6s	Sept., 1917	102⅜	102⅝	102⅜	102⅝
4½s	June, 1965	108⅜	109¼	108½	109¼
4½s	Mar., 1963	108⅜	108¾	108½	108¾
4½s	Nov., 1957	108⅜	108¾	108¼	108¾
4½s	May, 1957	108⅜	108¾	108	108¾
4½s	Nov., 1917	100⅜	100½	100⅜	100½
4½s	May, 1917	100⅜	..	100⅜	..
4½s	April, 1966	100½	..	100½	..
4½s	Mar., 1904	103½	104	103¼	103⅝
4½s	June, 1965	103⅝	103⅞	103¼	103½
4½s	Sept., 1960	103⅝	103⅞	103¼	103⅜
4½s	Mar., '60, op. '30	103⅜	103⅝	103¼	103⅜
4s	May, 1959	100⅜	100⅝	102⅜	102⅝
4s	Nov., 1958	100⅜	100⅝	100⅜	100⅝
4s	May, 1957	100⅜	100⅝	100⅜	100⅝
4s	Nov., 1955	100⅜	100⅝	100⅜	100½
4s	Nov., 1956	100	100⅜	100	100⅜
4s	Nov., 1936	100	100⅛	99¾	100⅛
2½s	Nov., 1955	91⅜	..	91⅜	..
3½s	Nov., 1954	92¼	..	92¼	..
3½s	May, 1954	92¼	..	92¼	..

The following are quoted on a percentage basis:

4½s	June, 1917	3.90	..	3.90	..
4½s	1918-1928	4.00	..	4.00	..
3½s	1924-1952	4.05	4.00	4.00	3.90
3½s	1950-1954	3.93	3.85	3.93	3.85
3½s	1940-1950	3.93	3.85	3.93	3.85
3½s	1930-1940	4.00	3.90	4.00	3.90
3½s	1918-1924	4.00	..	4.00	..
3½s	1916-1918	3.90	..	4.00	..
3s	1918-1925	4.00	3.85	4.00	..
3s	1916-1918	3.90	..	3.90	..
3s	1940-1950	4.00	3.85	4.00	3.85

Trading Active on Paris Bourse.

PARIS, Aug. 30.—Trading was active on the Bourse today. Three per cent. rentes 63 francs 70 centimes for cash. Exchange on London 28 francs 8½ centimes. Five per cent. loan 90 francs.

DU PONT PAYS 25 PER CENT.

Quarterly Dividend on Common Stock Partly in War Bonds.

E. I. du Pont de Nemours & Co. continue to distribute their riches, wrung from

Ches. & Ohio Ry. Co.

(Greenbrier Railway)

1st Mortgage 4s,

Due Nov. 1st, 1940.

Guaranteed and assumed by the Chesapeake and Ohio Railway Company.

Secured by a first mortgage at the rate of $18,000 per mile.

Sinking fund retires 1% of outstanding bonds annually.

Price at market to net about 4.90%.

Hartshorne & Battelle

Members New York Stock Exchange

25 Broad Street, New York City

Acme Tea

Common Stock

is beginning to respond to the favorable position disclosed by the company's earnings.

Net profits for year ended July 1, 1916, were $689,576—equivalent to 13.2% on common. In actual intrinsic value, at present prices, it is the cheapest of the well-known chain-store common stocks.

In the expectation of higher prices we recommend immediate purchase.

Write for Bulletin AT-4, showing comparison of this and other chain-store stocks.

Robert C. Mayer & Co.

Investment Securities

Equitable Bldg., New York

TEL. RECTOR 6770

First Mortgage Bond

To Yield 5.15%

Company supplies universal necessities to city of 235,000 population. Net earnings over four times interest charges. Sinking Fund will retire large part of issue before maturity at 105.

Circular on request.

CHASE & FALK

60 Wall Street. Telephone Hanover 882

TIDE WATER OIL CO. STOCK

As an Investment

CIRCULAR ON APPLICATION

Pouch & Co. Members N. Y. Stock Exchange, 14 Wall St., N. Y.

York Haven Water & Power 1st 5s, 1951
Columbia Gas & El. 1st & Deb. 5s, 1927
Houston Lighting & Power 1st 5s, 1931
Eastern Power & Light 5s, 1918
Muskogee Electric Traction 5s, 1934

MICHAELIS & CO.

61 BROADWAY-NEW YORK

Phones: Rector 6220 to 6228

Wm. A. Read & Co.

Investment Bonds

Nassau & Cedar Sts., New York.

Chicago Philadelphia Boston London

Indiana Refining

Morton Lachenbruch & Co.

Equitable Building Phone 5354 Rector

White & Co., Inc.

BONDS

8 PINE STREET NEW YORK

LIVERPOOL LONDON

Yale & Towne Home Insurance Autosales Gum & Choc. 6s

Salisbury & van der Kieft, 34 Pine St., N. Y. Phone John 1646.

A. E. Fitkin & Co.

141 Broadway Tel. 7305 Cort.

Yielding 7.77%

Public Utility Preferred Stocks.

Pays THREE TIMES div'd requirements. Equity equal TWICE am't stock outstanding.

Mark A. Noble, Theodore C. Corwin

NOBLE & CORWIN

25 Broad St. New York

Chase Nat'l Bank
Merchants Nat'l Bank

Telephone 5969 Broad

PUBLIC UTILITIES

Transactions in Stocks and Bonds—Quotations for Railway, Light and Power Issues.

The following range of prices and closing quotations were reported to THE NEW YORK TIMES yesterday by dealers in public utility securities. The trading in theso securities is done privately over the counter, and this record gives only those trades which are reported by the dealers making them:

STOCKS.

Sales.		High.	Low.	Closing Bid.	Closing Asked.
60	Am. L. & Trac.	376½	376	376	380
270	Cities Service	281	274	274	278
310	Cities Serv. pf.	88¼	87½	87¾	88½
300	Common. Pow.	64	63½	63	64
200	Comm. Pow. pf.	85	84¾	84¼	85
250	Ohio Cit. Gas.	67¼	66¾	67	67⅛
100	Toledo Trac.	41	38	38	40
10	Tol. Trac. pf.	80	76	75	80

BOND.

$3,500	Int. Ry., St. & P. 1st 8s, '42.	101	96	101

The following quotations were reported to THE NEW YORK TIMES yesterday by dealers in public utility securities:

	Bid.	Asked.
Adirondack Electric Power	26	28
Adirondack Electric Power pf.	78	81
American Cities	5	16
American Cities pf.	46	48
American Gas Co.	120	123
American G. & E.	153	156
American Gas & Electric pf.	49	51
American Light & Traction pf.	110	112
American Power & Light	70	72
American Power & Light pf.	84	86
American Public Utilities	42	47
American Public Utilities pf.	73	76
American W. W. & E.	7⅞	8¾
American W. W. & E. partic. pf.	21	24
American W. W. & E. 1st pf.	61	65
Atlantic P. & L. pf.	92½	93
Baton Rouge El. pf.	88	91
Baton Rouge notes	99½	..
Carolina Power & Light	27	30
Carolina Power & Light pf.	97	100
Central Miss. Valley Prop. pf.	74	78
Central States Electric	15	17
Central States Electric pf.	71½	72
Colorado Power	24	27
Colorado Power pf.	99	102
Columbus Electric pf.	79	82½
Connecticut Power pf.	93	..
Dallas Electric notes	93⅝	99½
Eastern Texas Electric	60	62
Eastern Texas Electric pf.	91	93
Eastern Texas Electric notes	100	101
El Paso Electric	125	130
El Paso Electric pf.	100	..
Electric B. & S. pf.	100	103
Empire District Electric pf.	88¼	92½
Federal Light & Traction	10	13
Federal Light & Traction pf.	45	48
Galveston-Houston Electric	35	..
Galveston-Houston Electric pf.	75	80
Gas & Electric Securities	290	..
Gas & Electric Securities pf.	93	100
International Traction	49	52
International Traction pf.	85	90
Interstate Electric	30	35
Lincoln Gas & Electric	47	49
Mississippi River Power	13	15
Mississippi River Power pf.	35	38
Northern Ontario Lt. & Power	15	18
Northern Ontario Lt. & Pow. pf.	60	65
Northern States Power	86	88
Northern States Power pf.	96	97½
Northern Texas Electric	57	60½
Northern Texas Electric pf.	84	87
Ohio Cities Gas pf.	87	89
Ozark Power & Water	43	46
Pacific Gas & Electric	58	59
Pacific G. & E. pf.	90	91
Public S. Inv. Co. pf.	83	86
Puget Sound Traction	14	16
Puget Sound Traction pf.	50	52½
Pennsylvania Light Co.	25½	30½
Pennsylvania Light Co. pf.	78	83½
Republic Ry. & Lt.	37½	38½
Republic Ry. & Lt. pf.	74	76
Securities Corp. General	18½	23
Securities Corp. General pf.	80⅝	84⅝
Southern California Edison	90	93
Southern California Edison pf.	105	108
Southwestern Power & Light pf.	97½	100
Standard Gas & Electric	15	15½
Standard Gas & Electric pf.	39½	40½
Tampa Electric	131	135
Tenn. Ry., Lt. & Power	10	12
Tenn. Ry., Lt. & Power pf.	49	50
United Gas & Electric	10	14
United Gas & Electric pf.	70	72
United Gas & Electric 2d pf.	12	15
United Light & Railways	50	52
United Light & Railways pf.	74½	76½
Western Power	19½	21
Western Power pf.	70	72

BONDS.

American Power & Light 6s, 1921.	99¼	100½
American W. W. coll. 5s.	74	75
Baton Rouge 1st 5s.	90	..
Central Ill. Lt. 5s.	95	97
Cinn. G. & E. Co. 1st 5s, 1956.	100	100⅜
Columbia G. & L. 1st 5s, 1927.	83½	85
Columbia G. & L. deb. 5s, 1927.	71	75
Connecticut Power 1st 5s.	96	..
Cumberland Co. P. & L. 1st & ref. 5s, 1942.	95¼	98
Dallas Electric 5s, 1917.	98¾	..
Denver Gas & Elec. gen. 5s.	96¾	97⅝
East Ohio Gas 1st 5s, 1939.	100½	102
Eastern Texas E. 6s, 1918.	99½	..
Eastern Texas E. col. 5s.	92	95
Empire Gas & F. 6s.	98¾	100
Galveston Elec. 1st 5s.	90	93
Great Lakes Power 6s, 1921-28.	99	101
Great Western Power 5s, 1946.	99	99
Great Western Power 6s, 1925.	97½	99½
Houston Electric 1st 5s.	98	100
Knoxville Gas 1st 5s, 1958.	90	95
Lincoln G. & E. Co. 1st 5s, 1941.	91	95
Middle West U. 6s, 1925.	97	99
Mahoning & Shen. R. & L. 5s.	98¾	99
Miss. R. Power Co. 1st 5s.	77	77¾
Miss. Val. G. & E. 5s, 1922.	91½	93½
Northern States Power 6s, 1926.	98½	99
Northern States Power, 5s, 1941.	95¾	96¾
North Texas E. col. t. 5s.	90	94
Omaha & Co. Bl. 1st & R. 5s, 1923.	95¾	98
Pensacola El. 1st 5s.	85	..
Roanoke W. Wks. 1st 6s, 1936.	99	..
Seattle El. con. 5s.	94½	97½
Standard G. & E. conv. 6s, 1926.	99½	100
Tampa El. 1st 5s.	98	101½
U. S. S., R. & M. 6s, 1926.	111	113
W. West. Light 6s, 1925.	96	98
Western States G. & E. 1st 5s.	95¾	98
West Penn. Power 1st 5s, 1946.	96	97

METAL MARKET REPORT.

These prices were quoted on the local Metal Exchange yesterday:

	Yesterday. Bid.	Yesterday. Asked.	Tuesday. Bid.	Tuesday. Asked.
Tin, spot	38.87½	39.25	39.25	39.75
Lead	6.65	6.75	6.65	6.75
Spelter	9.00	9.25	9.00	..
Antimony	12.50	18.00	13.00	18.00
Quicksilver	$77.00	..	$77.00	..
Aluminum	*60.00	62.00	*60.00	62.00
Iron, No. 2, X foundry	19.50	20.00	19.50	20.00

*Nominal.

Electrolytic copper was quoted in the open market at 28c, third quarter delivery; 28¼@28c, fourth; first quarter (1917) delivery, 27@27¼c. London quotations were:

	Yesterday. £	s.	d.	Tuesday. £	s.	d.
Copper, spot	110	0	0	110	0	0
Copper, futures	108	0	0	108	0	0
Tin, spot	171	0	0	173	0	0
Tin, futures	171	15	0	173	15	0
Spelter	54	0	0	58	0	0
Lead	31	5	0	31	0	0

MINING STOCK QUOTATIONS.

SAN FRANCISCO.

Alpha	.04	Hale & Norcross	.06
Alta	.03	Jacket	.07
Andes	.07	Justice	.04
Best & Belcher	.05	Kentucky	.03
Bullion	.01	Mexican	.16
Caledonia	.31	Occidental	.70
Challenge Con.	.04	Ophir	.21
Confidence	.15	Savage	.06
Con. Imperial	.01	Seg. Belcher	.02
Con. Virginia	.08	Sierra Nevada	.26
Exchequer	.02	Union Con.	.06
Gould & Curry	.03	Utah	.01

TONOPAH.

Belmont	4.20	Florence	.54
Jim Butler	.84	Goldfield Con.	.80
McNamara	.04	Goldfield Merger	.07
Midway	.19	Jumbo Ext.	.50
Mizpah Ext.	.18	Kewanas	.10
Montana	.25	Lone Star	.03
North Star	.04	Red Lion	.14
Rescue	.22	Silver Pick	.16
Tonopah Ext.	.05	Spearhead	.05
West End	.79	OTHER DISTRICTS.	
GOLDFIELD.		Big Jim	.88
Atlanta	.10	Nevada Hills	.19
Booth	.12	Packard	.36
C. D.	.03	Rochester Mines	.57
Comb. Fraction	.06	Round Mountain	.42
Diamond'd Daisy	.08	White Caps	.24

COLORADO SPRINGS.

	Bid.	Asked.		Bid.	Asked.
Dr. Jackpot	10¾	11	Jackpot	5	8
Kaston	16¾	17½	Granite	74½	76
El Paso	60	62	McKinney	28	30
Findlay	4	4½	Portland	165	180
Gold. Cycle	214½	216	Vindicator	196	205
Gold Sov.	6½	6¾	U Gold M.	8¾	9¼
Isabella	19	20			

FINANCIAL NOTES.

J. P. Morgan & Co. have deposited in the Assay Office $2,500,000 gold received from Canada, making a total of $229,500,000 imported on the present movement.

Henry L. Doherty & Co. announce that the Executive Committee of Cities Service Company will recommend to the Board of Directors that the privilege of depositing Toledo Power, Light and Traction Company stocks in exchange for Cities Service Company securities, which expires Sept. 1, be extended to Sept. 15, 1916.

The Franklin Trust Company has been appointed trustee of the Kansas City & Pacific Railroad first mortgage, 1950, 4 per cent. bonds in place of the Central Trust Company, resigned.

The New York Curb Market Association rules that ordinary shares of the British American Tobacco Company shall sell ex-dividend on Friday, Sept. 1, except for cash.

Everett E. Risley, for several years connected with the new business department of the National Bank of Commerce, has been appointed an assistant cashier.

GOOD TONE IN LONDON.

American Shares Irregular Awaiting Outcome of Railroad Situation.

LONDON, Aug. 30.—Money was in increased demand and discount rates were quiet today. The net sales of Treasury bills last week were $110,000,000 making the total outstanding $4,540,000,000.

The stock market had a good undertone and maintained most of yesterday's gains. Business further expanded in Rumanian oil stocks, Japanese bonds and shipping shares, while the decline in Russian exchange from 147 to 142 stimulated all Russian securities. Business in other directions was meagre. American securities were irregular awaiting the outcome of labor unrest.

Later Russian exchange moved sharply downward on further heavy buying orders and touched 136. Then sellers forced the rate to 140 at which point it was very uncertain.

SHORT TERM NOTES.

Government and Municipal Issues.

Security.	Rate.	Due.	Bid.	Asked.	Yld.
Prov. of Alb.	5	May, 1926	99½	98½	5.20
Am. For. Sec.	5	Aug., 1919	97½	98½	5.68
Argen. Gov't.	6	Dec. 15, '16	100⅛	100½	4.30
Argen. Gov't. Dis.		Feb. 21, '17	97⅞	97⅝	5.15
Argen. Gov't.	6	Dec. 15, '17	100¼	101	5.40
Argen. Gov't.	6	May 15, '20	99⅞	100¼	5.95
City of Mont.	5	May, 1918	99¼	100½	4.75
City of Mont.	5	Dec. 1917	99⅝	100¼	4.80
City of Q'bec.	5	Apr., 1920	99¼	100¼	4.90
Prov. of Que.	5	Apr., 1920	99	100	5.00
Dom. of Can.	5	Aug., 1917	100⅝	100⅞	4.03
Dom. of Can.	5	Apr. 1, '21	99⅜	99⅜	5.10
Italian Gov't.	6	Oct. 15, '16	99⅞	100¼	4.87
Prov. of Man.	5	Feb., 1920	98	99½	5.15
Norweg. Govt.	6	Feb., 1923	105½	107½	4.75
Norweg. Govt.	6	Oct., 1917	101½	102½	4.15
Norweg. Govt.	6	Oct. 15, '16	100	101	1.50
Prov. of Ont.	5	Feb., 1920	99¼	100⅝	4.80
Prov. of N. B.	5	Dec., 1919	99½	100¼	4.93
G. of N. F.	5	July, 1919	97½	99¼	5.25
Russian Govt.	6½	July, 1919	101	101¼	5.90
Prov. of Sask.	5	May, 1921	..	98	5.91
Prov. of Sask.	5	May, 1926	..	98	5.07
Swedish Govt.	6	Dec., 1916	100¼	101	2.55
Swiss Govt.	5	Mar. 1918	99¾	99⅝	5.03
Swiss Govt.	5	Mar., 1920	99	99½	5.10

Company Issues.

Am. Cot. Oil.	5	Nov., 1917	100⅝	100¾	4.20
Am. Loco.	5	July, 1916	100⅜	101	3.80
Am. P. & L.	6	Aug., 1921	99½	100¼	5.75
Am. T. & T.	4½	Feb. 1918	100	100¼	4.45
Am. Thread.	4	Jan., 1919	98¼	98½	4.60
Anacon. Cop.	5	Mar., 1917	100⅝	101	3.13
A., T. & S. F.	5	June, 1917	101	101¼	3.30
A. V. R. L. & P.	6	July 1, '19	99	100	6.00
At. & Pac. T.	6	June, 1921	102	102½	..
B'klyn R. T.	5	July, 1918	100⅜	100⅝	4.67
Can. North.	5	Sept., 1917	98½	99¼	5.75
Can. North.	6	July 10, '17	99½	100½	5.65
Can. North.	6	July 10, '18	99¼	100½	5.65
C. P. R. & L.	6	May, 1918	102¾	103	5.75
C. B. & Q.	4	July, 1921	97⅝	98	4.46
C. & W. Ind.	5	Sep., 1917	99⅜	100	5.00
Chicago Elev.	5	July, 1916	..	95	..
Cub. Sug.	8	Apr., 1918	100½	102½	4.35
East. P. & L.	5	Mar. 1, '18	96½	99	6¼
Erie R. R.	4½	Apr., 1917	100⅞	101¼	3.71
Gen. Rubber.	5	Dec., 1918	100⅞	100⅝	4.75
G. T. of Can.	5	Dec., 1917	100	100⅛	4.40
Hocking Val.	5	Nov., 1917	100¼	100⅜	4.26
Inter. Harv.	5	Feb. 15, '18	101⅜	101⅛	3.87
L. Gas & El.	5	Apr., 1918	100½	101½	5.75
Mich. Sta. Pow.	5	June, 1919	98	101½	4.40
Min. Gen. E.	6	June, 1917	101	99	3.00
Mo. Pacific.	6	June, 1916	99¼	99½	..
Mont T. & P.	5	Apr., 1917	99½	97½	9.25
Morgan & W.	5	Dec., 1918	99⅝	100	5.00
N. Y. N. H. & H.	4½	May, 1917	90⅞	100	4.50
N. Eng. Nav.	6	May, 1917	99⅝	99⅝	6.60
Ohio Elev.	5	Apr., 1920	98½	100	5.00
Penn. Co.	4½	June 5, '21	100⅜	101	4.27
P. S. C., N. J.	5	Mar., 1919	100¼	100⅜	4.65
Rem. A Un. Met. C. Co.	5	Feb. 19, '19	90¾	91¼	9.00
Southern Ry.	5	Mar., 1917	100⅝	100⅞	3.75
Tenn. C. & I.	6	Apr., 1910	98½	99¾	6.30
United Fruit.	5	May, 1918	100⅞	101¼	4.25
W'house El. & Mfg. Co.	5	Oct., 1917	100½	101¼	4.03
W. U. Teleg.	5	Mar., 1917	100	100¼	1.00
Wm. R. Arms.	5	Mar., 1918	97¼	97½	6.75
W. V. T. & E.	6	June, 1917	99¼	100½	..
W. S. G. & E.	6	Oct., 1917	100¾	101	5.00
Winn. E. Ry.	6	Jan. 15, '18	100¼	101	5.45

THE TREASURY STATEMENT.

Special to The New York Times.

WASHINGTON, Aug 30.—Receipts and expenditures:

	This Month.	Fiscal Year.
Customs tax	$16,077,946	$31,605,627
Ord. int. rev.	33,408,891	65,562,222
Income tax	1,890,234	10,690,006
Miscellaneous	9,875,355	15,934,138
Total	$61,252,447	$122,792,993
Excess of ord. disbursements over ord. rects.	16,957,577	23,985,188
Excess of total disbursements over total rcts.	20,663,179	31,088,819
Expenditures	78,210,023	146,778,178

BUYS LONDON WATER NOTES

Syndicate Sees End of Negotiations in Sight.

Further progress in the separation of foreign finance from its hold on business was made yesterday. A syndicate headed by the Guaranty Trust Company and Bernhard, Scholle & Co. announced the practical completion of negotiations for the purchase of $6,400,000 one-year discount notes of the Metropolitan Water Board, which is about the same as selling New York City revenue bonds to London. Another banking syndicate composed of Kuhn, Loeb & Co., J. P. Morgan & Co., the Guaranty Trust Company, and the National City Bank bought $3,000,000 notes of a Chilean railroad previously financed by the British and French and constructed by them and with their materials.

The Metropolitan Water Board is the official authority operating publicly owned water works supplying the District of Greater London and a number of adjoining districts. Never before has it gone abroad to raise money.

The Chilean railroad is the Antofagasta & Bolivia Railways Company, Ltd. It has sold $3,000,000 two-year 6 per cent. notes, secured by special debenture stock of a present market value of $8,800,000. The company has outstanding $10,000,000 deferred ordinary stock and $10,000,000 common and has paid dividends ranging between 5 and 11 per cent. on the common beginning with 1904. It operates one of the main roads of Chile's railroad systems.

A public offering of the London water bonds will be made if the negotiations are concluded. The Chile railroad bonds may be kept by the bankers or disposed of at private sale.

Chicago Seats $25,000.

CHICAGO, Aug. 30.—The demand for memberships on the Chicago Board of Trade has become so great that the directors have ordered an amendment to the rules posted for a ballot, raising the initiation fee from $10,000 to $25,000. The transfer fee is to be raised from $100 to $250 if the amendment is carried. Memberships are now selling around $5,300, the highest price in the history of the board.

EARNINGS.

Railroads.

TOLEDO, ST. LOUIS & WESTERN—

	1916.	1915.	Increase.
3d week Aug.	$124,288	$112 781	$11,507
July 1-Aug. 21	839,165	721,084	118,131

WESTERN MARYLAND for July—

	1916.	1915.	1914.
Gross	909,209	$33,177	712,429
Net after tax.	347,021	255,200	166,428

ROCK ISLAND LINES for June and 12 months—

Gross	6,223,820	5,659,182	6,206,962
Net after tax.	1,866,761	1,054,321	1,620,628
12 mos. gross.	75,342,329	70,941,680	68,675,841
Net after tax.	17,206,970	14,043,493	13,703,752

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA for July—

	1916.	1915.	1914.
Gross	1,694,854	1,890,734	1,537,280
Net after tax.	507,877	865,732	451,168
Sur. aft. chgs.	273,555	123,763	224,442

Public Utilities.

THIRD AVENUE—

	1916.	1915.	Decrease.
July gross	$899,875	$984,805	$84,930
Net after tax.	258,432	307,628	49,193
Sur. aft. chgs.	59,641	101,915	51,274

RAILWAY EQUIPMENT BONDS.

The following are quoted on a percentage basis:

Name.	Maturity.	Rate.	Bid.	Ask.
Atl. Coast Line	1916-'23	4	4¼	4.50	4.35
Balt. & Ohio	1916-'26	4	4¼	4.50	4.30
Buff., Roch. & P.	1916-'20	4½	4⅝	4.52	4.35
Canadian Pacific	1916-'28	4		4.60	4.45
Ches. & Ohio	1916-'26	4½		4.58	4.40
Chi. & N. W.	1916-'23	4¼		4.38	4.20
Chi., R. I. & Pac.	1916-'27	4½	4⅝	5.35	4.95
C., St. P., M. & O.	1916-'24	5		4.48	4.35
C., C., C. & St. L.	1916-'29	5		4.80	4.50
Del. & Hudson	1922	4½		4.38	4.25
Erie Railroad	1916-'28	4½	4⅝	4.65	4.45
Hocking Valley	1916-'23	4	4½	4.65	4.40
Illinois Central	1916-'26	4½	4⅝	4.45	4.30
Louis. & Nash.	1916-'23	5		4.80	4.15
Mo., Kan. & Tex.	1916-'23	5		5.55	5.00
Mo. Pacific	1916-'26	5		5.40	5.00
N. Y. Cent. Lines	1916-'28	4½	4⅝	4.70	4.50
Norf. & West	1916-'24	4½		4.35	4.15
N. Y., N. H. & H.	1916-'28	4½	4⅝	4.65	4.45
Pa. Gen. Yeright	1916-'23	4	4½	4.65	4.40
St. L., I. M. & S.	1916-'24	5		5.20	4.80
Seaboard Air Line	1916-'26	5		4.75	4.45
Southern Pacific	1916-'26	4½		4.48	4.25
Southern Railway	1916-'24	4½	4⅝	4.70	4.45

OUT-OF-TOWN MARKETS

BOSTON.

MINING.

Sales.		Open.	High.	Low.	Last.
135	Adventure	3½	3¾	3½	3½
25	Ahmeek	90½	90½	90	90½
5,194	Alaska	13	13½	12	12⅞
140	Alloues	67	67	66	66½
1,395	Am. Zinc	33¾	33¾	31¾	31¾
170	Am. Zinc pf.	66½	66⅝	65	65
120	Amancnda	84½	84½	83¾	83¾
695	Ariz. Com.	9¼	9¼	9⅛	9¼
200	Butte & Bal.	1⅜	1⅜	1⅜	1⅜
160	Butte & Sup.	64⅞	65	62½	63
342	Cal. & Ariz.	71¼	71¼	71	71
1	Cal. & Hecla	570	575	570	575
2,056	Cop. Range	60¼	60¼	58½	59
1,158	East Butte	15⅜	15¾	15	15
80	Franklin	8	8	8	8
45	Hancock	13½	13½	13½	13½
35	Hedley Gold	18⅞	18⅞	18⅞	18⅞
210	Helvetia	25c	25c	25c	25c
60	Inspiration	54¾	55¼	54¾	54¾
60	Isle Royale	28⅞	28⅞	28½	28½
35	Lake	13	13	12½	12½
5	La Salle	4	4	4	4
100	Mason Valley	2¼	2¼	2¼	2¼
80	Mass. Con.	12⅜	12⅜	12⅛	12⅛
10	Mayflower	3	3	3	3
122	Miami	34½	34⅝	34	34
150	Michigan	3¾	3¾	3½	3½
130	Mohawk	87⅜	88	87⅜	88
20	Nevada Con.	18⅜	18⅜	18⅜	18⅜
276	North Butte	21½	21½	20⅞	20⅞
680	North Lake	1⅛	1⅛	1⅛	1⅛
120	Old Dom.	69	69	68¼	68¼
115	Osceola	87	87	86	85
76	Quincy	89	89	89	89
45	Ray Con.	24¼	24¾	24¾	24¾
415	Shannon	8¾	8¾	8½	8¾
110	South Lake	6¾	6¾	6¾	6¾
20	St. Marys Ld.	73	73	72½	72½
35	Sup. & Bos.	3⅜	3⅜	3⅜	3⅜
10	Superior Cop.	15½	15½	15½	15½
496	Tamarack	87½	87½	85	85
10	Trinity	6	6	6	6
1,610	U. S. Smelter	70	70	68⅝	69
100	U. S. Sm. pf.	51	51	51	51
470	Utah Apex	3½	4	3½	4
90	Utah Con.	14	14	14	14
25	Utah Cop.	81¼	81¼	81¼	81¼
74	Utah Metal	7¾	7¾	7¾	7¾
100	Victoria	3⅜	3⅜	3⅜	3⅜
110	Winona	5	5½	5	5¼

RAILROADS.

1	Bos. & Alb.	176	176	176	176
31	Boston Elev.	73½	73¾	73½	73⅝
25	Boston & Me.	35	35	35	35
305	Mass. Electric	7½	8⅝	7½	8⅝
564	Mass. Elec. pf	42	44	42	44
181	New Haven	58½	58½	57½	57½
1	Old Colony	140	140	140	140
2	W. End St.	56	56	56	56
44	W. End St. pf.	72	72	72	72

MISCELLANEOUS.

51	Am. Ag. Ch.	76½	76½	76½	76½
7	Am. Ag. Ch. pf.	100½	100½	100½	100½
50	Am. Pn. S. pf.	12½	12½	12½	12½
15	Am. Sugar pf.	118	118	118	118
155	Am. T. & T.	131	131	130½	131
95	Am. Woolen pf.	96	96¾	96	96¾
75	Amoskeag Mf.	71	71	71	71
3	Amos. Mf. pf.	99	99	99	99
4,890	A., G. & W. I.	70	71½	69¼	70¾
120	A., G. & W.I. pf.	65	65	64¾	64¾
660	Cub. Cement	20	20	19¼	19½
2	Edison Elec.	237	237	237	237
25	McElwain pf.	100½	100½	100½	100½
40	Mass. Gas pf.	80½	80½	80	80
1	Mass. Gas pf.	80	80	80	80
2	Mergenthaler	160	160	160	160
24	N. Eng. Tel.	127	127	126¾	126¾
1,025	N. Eng. Tel. rts.	4.05	4.05	4.00	4.05
125	Nipe Bay	154	155	154	155
5	Reece Folding	4	4	4	4
157	Swift	142	143½	141	143½
150	Torrington	51	51½	51	51½
1,081	United Fruit	164	164⅝	162½	162⅝
420	U. Shoe Mach.	54	54	53½	53⅝
1,800	U. S. Steel	95¼	96⅜	95¼	96
660	Ventura Oil	7⅝	7⅝	7½	7½

BONDS.

$1,000	New Eng. Tel. 5s, 1932	102	102	102	102
1,000	Swift 5s	100¼	100¼	100¼	100¼
1,000	U. S. Smelters	109½	109½	109½	109½
1,000	West. Tel. 5s	100½	100½	100½	100½

BOSTON CURB.

	Bid.	Asked.		Bid.	Asked.
Alvarado	.75	.1	Humboldt	1¼	2¼
Am Oil	.23	.28	Homa Oil	.80	.85

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THE INFLUENCE OF STEEL—Will it lead a peace stock boom as Bethlehem led the 1915 war stock boom?

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Peerless Motor — Magma Copper
United Drug — Stand. Oil of Kan.

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OUTSIDE SECURITIES

Curb Stocks Develop a Firmer Tone on a Moderate Volume of Trading.

Transactions in the outside security market yesterday amounted to 412,691 shares of stocks and $361,000 of bonds. The sales of stocks were divided as follows: Industrials, 57,471; oils, 58,230, and mining, 296,990. The range of prices of all issues in which transactions were recorded was:

INDUSTRIALS.

Sales.		Open.	High.	Low.	Last.
6,000	‡Aetna Exp...	11⅜	11⅞	11⅜	11½
40	Am. Int. Corp.	52¼	52½	52	52¼
400	B.-A. T. C., or.	19½	20	19½	20
1,200	B.-A.T.C.,o.br.	20	20¼	20	20¼
120	‡Butler Chem.	4⅞	4⅞	4⅞	4⅞
300	Can. Nat. Gas	1	1	1	1
1,000	‡Car Lt. & P.	4	4¼	4	4¼
100	C. I. Co. of A.	5½	5½	5½	5½
50	C.I.Co.of A. pf.	6½	6½	6½	6½
900	Chevr. Motor.	184	190	182	190
1,000	Driggs-Seab...	80	80	75	75
350	‡Electric Gun.	⅝	⅝	⅝	⅝
300	Emerson Phon.	9⅜	9⅝	9⅜	9⅝
2,100	‡Fajis Motor ..	8⅝	8½	8⅝	8⅝
200	‡Fisher B. Cp.	39½	39½	39	39
500	‡Fl.-Lynn Ph..	1⅝	1⅝	1¼	1⅝
300	‡G., W. & W.	43	43	42¼	42¼
200	Hartman Corp	71	71	71	71
625	H. & B. Car C.	37	38	37	38
400	Hupp Motors..	6½	6¼	6¼	6¼
8,100	‡Im. C. C. C..	34	35	32	32
1,400	‡Jop. Ore Sp. (new stock).	59	59	56	56
200	Kapo	5¼	5⅜	5¼	5⅜
30	Kel. W., w. i.	55	55	55	55
300	‡Lake Tor. B. 1st pfd....	8⅛	8⅛	8	8
700	‡Max. Mun.....	5	5⅛	5	5
5,000	‡Midvale Steel	62⅜	62¾	61½	61¾
700	P. T. & M. C.	24½	24½	24	24
75	‡P. E. & M. C.	95	95	90	90
1,500	‡P. V. C., C..	3	3¼	3	3¼
600	‡P. V. C., pf..	6	6¼	6	6¼
100	‡Rep. Mor. T..	55	55	55	55
900	‡Sax. M. C. C.	72	72	71	71
100	Sea. S. & M..	25	25	25	25
1,100	S. & T., pf....	10½	10½	10¼	10½
800	‡St. Joseph L.	16⅜	16⅝	16¼	16¼
100	Strom. Car...	42¼	42¾	42¼	42¾
600	Stutz Motor...	65	65	64⅜	65
100	Subma. Boat, v. t. ctfs....	33½	33½	33½	33½
110	‡Todd Ship....	77	77	77	77
200	Triangle Film, v. t. ctfs....	2⅜	2⅜	2⅜	2⅜
500	‡U. S. Light & Heat Corp...	2¾	2¾	2½	2½
8,500	‡United Mot..	58¼	58⅞	57	58
815	White M. Co.	53⅜	53⅜	53	53
200	Unicorn Film..	1	1	1	1
7,200	‡Willys-Ov rts.	⅞	⅞	¼	⅜
300	‡W.-O. pf rts.	½	½	⅜	⅜
200	World F. Cor., v. t. ctfs....	¾	¾	¾	¾
500	‡Zinc Con. Co.	4½	4½	4⅜	4½

STANDARD OIL SUBSIDIARIES.

Sales.		High.	Low.	Last.	Net Ch'ge.
45	Indiana P. L..	98	98	98	+ 4
35	Ohio Oil.....	229	226	226	— 1
25	Prairie Pipe L.	244	244	244	— 1

OTHER OIL STOCKS.

Sales.		Open.	High.	Low.	Last.
925	‡‡Alb. Pet.Ltd. (Prospect) ..	58	58	58	58
700	‡Barn't O.&G.	2⅝	3	2⅝	3
1,150	‡Cosden & Co. (Oil Belt)....	14½	14½	14¼	14⅜
2,100	‡Cos. O. & G...	12	12	11⅝	11⅞
300	‡Cos. O.&G.pf.	4⅝	4⅞	4⅝	4⅝
2,600	‡Federal Oil..	1⅛	1⅛	1⅛	1⅛
500	Empire Oil...	4	4	4	4
3,450	‡G. R.&P.,w.i.	½	¾	½	¾
100	Int. Pet.	10⅜	10⅜	10⅜	10⅜
200	Kenova	⅛	⅛	⅛	⅛
20	Metrop. Pet...	13½	14⅛	13½	13⅞
100	Midwest Ref..	61	61	61	61
3,000	‡Midwest Oil..	40	40	38	40
200	‡Muskogee R.f.	3¼	3¼	3¼	3¼
1,700	N. Y.-Ok.Oil.	1¼	1¼	1¼	1¼
10,000	‡‡Okla.Oil.com.	9½	10¼	9½	10
1,100	‡Okla. Oil, pf..	⅞	⅞	⅞	⅞
400	Okla.Prod.&G.	6¼	6¼	6¼	6¼
10,000	‡Omar O. & G.	50	62	50	55
2,000	‡Sapul. O.&R..	9⅜	9⅝	8	8¼
1,600	‡Sinclair Oil..	39¾	39¾	39	39¾
4,100	‡Tex.Mex.Pet.	96	97	95	95
500	‡Untd.Fuel Oil	1¼	1¼	1¼	1¼
10,500	Vac. G.&O.pr..	37	38	37	38
600	‡Victoria Oil.	1½	1½	1½	1½
100	Wayl'd O. &G.	3⅞	3⅞	3⅞	3⅞

MINING STOCKS.

200	‡Ala.-Br. Col. Met.(a pros.)	50	51	50	51
1,600	‡‡Alas.-W'over	⅝	⅝	⅝	⅝
3,600	‡Ariz. Cop'fld	2⅝	2⅝	2⅝	2⅝
5,000	‡Atlanta	11	11	10½	10¾
3,300	‡Ariz. United..	43	44	41	41
4,950	Big Ledge Cop	3½	3¾	3¼	3¼
200	Beaver Cons..	42	42	42	42
200	Bingham Min.	9½	9½	9½	9½
3,000	‡‡Booth	13	13½	13	13½
1,700	‡Bos. & Mont.	75	75	73	75
300	Butte Cop. & Zinc, v.t.ctfs.	5¼	5½	5¼	5½
350	‡Calaveras Cp.	5⅝	5⅝	5⅝	5⅝
200	Caledonia	61	61	61	61
10,000	‡Chi.& Jerome	1¼	1¼	1¼	1¼
300	Canada Cop...	1½	1½	1½	1½
2,000	‡Cashboy	4½	4½	4½	4½
1,000	‡Columbia Min	70	70	70	70
300	Cons. Copper	2⅜	2⅜	2⅜	2⅜
500	‡Cons.-Home..	⅞	⅞	⅞	⅞
1,800	Con.Nv.-Utah	⅜	⅜	⅜	⅜
200	Crystal Copper	1	1	1	1
825	Dundee-Ariz.Cp. (a prospect)..	1½	1½	1½	1½
11,700	‡‡Emma Cop...	63	63	60	63
700	First Nat. Cp.	4¼	4¼	4¼	4¼
750	‡Goldfld. Cons.	81	81	80	80
400	‡Goldf. O'Brien	50	55	50	55
1,000	‡‡Goldf. Merg.	8½	8½	8¼	8½
8,100	‡‡Golds. Min. (a pros.)	36	39	35	37
10,000	‡Greenh. Min.	2	2	1¾	1¾
600	Hecla Mining.	5¼	5⅝	5¼	5⅛
3,720	Howe Sound..	4⅜	4⅞	4⅜	4⅞
6,500	‡Insp. Needles Cop. (pros.).	74	78	73	78
4,400	Jerome Verde (a prospect).	1½	1¾	1½	1½
500	Jerome Victor Ext. (pros.).	1⅜	1⅜	1⅜	1⅜
1,000	‡Jupiter	27	27	27	27
200	‡Jim Butler..	85	85	85	85
4,700	‡Jumbo Ext...	52	56	50	51
300	Lake	4⅛	4⅛	4⅛	4⅛
750	‡Kewanas	9	10	9	10
300	Magenta Cop..	15½	15½	15¼	15¼
1,275	Maryav. Gold Mining Co.	1⅞	1⅞	1⅞	1⅞
5,000	‡McKin.-Dar..	59	59	58	59
5,000	‡‡Mich. Gold Min. & Mill.	65	67	65	65
435	Mojave Tungs.	3½	3½	*3	3½
100	Majest. Mines.	⅝	⅝	⅝	⅝
800	‡‡Mont. Gold Mines	95	95	93	94
1,300	Monitor Silver.	2¼	2¼	2	2
111,000	‡‡Mother Lode	36½	40	36½	38½
175	N. Y. & Hon. Ros. Min.Co.	15½	15½	15½	15½
100,000	‡‡Newr. Mins.	60	68	60	66
200	Nipis. Min. Co.	7	7¼	7	7
400	New Hollinger.	6⅞	7	6⅞	7
13,500	‡Old E. Leas.	16	16	15	16
3,000	Pacific Mines.	1¼	1⅜	1¼	1¼
4,700	Rawley	3⅜	3⅜	3⅛	3⅛
7,500	‡‡Rex Con. M.	22	22	20	21
1,500	‡San Toy	13½	13½	13½	13½
12,500	‡Silver Pick.	17	17½	15½	16
1,800	Stan. Sil. M.	1¼	1⅜	1¼	1⅜
400	‡Success Mining.	34	36	34	35
2,000	‡‡Temiskaming	60	60	59	59
3,000	‡Teck-Hughes.	36	36	35	35
100	Ton. Belmont..	4¼	4¼	4¼	4¼
1,050	Tom. Gibr.	5⅝	5⅝	5½	5½
100	United East....	3⅞	3⅞	3⅞	3⅞
3,000	‡U. S. C. M..	8½	8¼	8½	8½
4,900	‡Un. Ex. Ext...	34	34	31	33
1,700	‡U. G. M. Co..	3¾	3¾	3¾	3⅝
1,500	West E. Con..	78	78	78	78
410	‡White O. Min.	6¾	7¼	6¼	7½
300	‡Yusc. Con....	1⅛	1⅛	1⅛	1⅛
1,500	‡Wettlaufer ..	14	14	14	14

BONDS.

$1,000	‡Mid. S. 5s....	95¾	95¾	95¾	95¾
250,000	British 5s....	99	99	98⅞	99
100,000	R.G.⅜s,w.i.	101⅛	101⅜	101	101⅛
8,000	Utah 6s	94¾	94¾	94¾	94¾
2,000	Sulz. & S. 5s.	100¼	100¼	100¼	100¼

‡Odd lot. †Sell cents per share. ‡Unlisted.

Note—Tuesday there were no sales in Sinclair Oil Co. 6s at 100, high sale was 95⅜.

MISCELLANEOUS.

Bid and asked quotations of stocks not traded in compared with those of previous day:

	Yesterday. Bid.	Asked.	Tuesday. Bid.	Asked.
Am. Drug Syn.....	12	12¾	12	12⅜
Am. Int. Corp.....	51½	52½	51½	52½
Essex Motors	74	77	74	77
Grant Motor Car....	7	8	7	8
Holly Sugar	45	47	45	47
Holly Sugar pf.....	94	98	94	98
Internat. Motor pf..	15	20	15	20
Manhattan Transit..	1¼	1¾	1¼	1¾
Marconi of America.	3⅜	3⅝	3⅜	3⅝
Math. Bronze pf....	17	19	17	19
Metropolitan Motors.	3½	4	3½	4
Motor Products.....	61	64	62	68
Mitchell Motors.....	64½	70	64½	70
Princess Motors.....	¾	1	1	1¼
Standard Motors....	6	6¼	6	6½
Scripps-Booth Corp..	50	52	50	52
United Drug.....	72	74	72	74
United Drug 1st pf..	50	52	50	52
United Drug 2d pf..	87½	89	87½	89
United Profit Sharing	¾	⅞	¾	⅞

OIL STOCKS.

Houston Oil.....	13	16	13½	15½
Keystone Oil of N.Y.	70	75	70	75
Pierce Oil.....	11¼	12	11½	12
Wayland Oil.....	3⅞	4	3⅞	4
Wayside Oil & Ref..	52	54	52	54

MINING STOCKS.

La Exposicion	48	50		
Marsh Mining	10	11	10	11
Mines of Amer.....	2¼	2½	2¼	2¾

BOND.

Pierce Oil 6s.....	80	82	80	82

MUNITIONS STOCKS.

	Yesterday. Bid.	Asked.	Tuesday. Bid.	Asked.
Aetna Explosives pf..	60	65	62	65
American Brass	283	287	283	287
Atlas Powder pf.....	173	178	175	178
Atlas Powder pf.....	98	100	98	100
Babcock & Wilcox...	122	124	122	124
Bliss (E. W.).....	595	605	590	605
Bliss (E. W.) pf....	75	80	75	80
Can. Fdy. & Forg....	180	200	180	200
Canadian Explosives.	380	400	380	400
Can. Explosives pf...	100	110	100	110
Du Pont Powd., pf.	820	830	820	830
Du Pont Powd., new.	289	291	287	291
Du Pont Powd., deb.	101	103	100	104
Hercules Powder....	325	330	325	333
Hercules Powder pf..	115	116	115	120
International Arms ..	16	20	16	20
Niles-Bement-Pond ..	164	168	164	168
Niles-Bement-Pd. pf.	106	108	105	108
Scoville Mfg. Co....	565	575	570	585
Winch. Rptg. Arms.	1250	1400	1250	1500

COMMODITIES MARKETS.

WHEAT.

The railroad strike situation was again a very disturbing element in the wheat market and prices moved feverishly within a wide range, closing with net losses of 4⅝@4¾c. In the local cash market No. 1 durum was quoted at $1.56⅝; No. 2 hard, $1.58⅝; No. 1 Northern, Duluth, $1.66¾; No. 1 Northern, Manitoba, $1.67¾, all free on board New York.

CHICAGO PRICES.

	High.	Low.	Close.	Close.	Prev. Last Year.
September	1.43⅜	1.37⅝	1.38⅞	1.43½	96⅜
December	1.47⅝	1.41½	1.42⅝	1.47⅛	93⅝
May	1.49⅞	1.43½	1.45	1.49⅝	97⅝

CORN.

Crop advices, including the weekly weather and crop bulletin, indicated quite a serious loss to the corn crop, much of which is being cut for fodder, and while prices were lower in sympathy with wheat and owing to the disconcerting influences of the prospective railroad strike, the undertone was steady. In the local cash market No. 2 yellow corn was quoted at 97c, cost, insurance, and freight, New York.

CHICAGO PRICES.

	High.	Low.	Close.	Close.	Prev. Last Year.
September	86	83	85½	85⅝	71⅞
December	74	72⅝	72⅞	73½	60⅜
May	77¼	75⅞	76¼	76⅞	62

OATS.

The oats market was easier owing to quite general selling on fears of a strike, and this feature overshadowed the bullish factors in the situation and resulted in a net loss of ⅝ to 1⅛c. The local cash market was barely steady; standard quoted at 52½@53c; No. 3 white, 52½c; No. 4, 51½@52c; fancy clipped white, 54½@55½c; ordinary clipped white, 52½@54½c, all elevator.

CHICAGO PRICES.

	High.	Low.	Close.	Close.	Prev. Last Year.
September	45⅛	43⅝	44	44¾	36½
December	47⅝	46⅝	46⅝	47⅜	36¼
May	51¼	49⅝	50⅛	51¼	38½

PROVISIONS.

The provision market was only moderately active, and prices were about steady, with narrower fluctuations. Receipts of hogs at Chicago were 32,000; estimated for Thursday, 27,000. Kansas City received 10,000 and Omaha 6,300.

CHICAGO PRICES.

Lard—	High.	Low.	Close.	Close.	Prev. Last Year.
September	13.97	13.85	13.87	13.87	8.05
October	14.02	13.87	13.92	13.92	8.17
Ribs—					
September	14.37	14.25	14.32	14.27	8.12
October	14.10	14.00	14.00	13.90	8.27
Pork—					
September	27.55	27.45	27.45	27.40	13.02
October	26.10	26.05	26.05	26.00	13.25

COTTONSEED OIL.

The market for cottonseed oil was active, and while price changes were feverish at times the undertone was firm, and final quotations showed net gains of 10 to 22 points. Total sales were 43,400 barrels.

Range of prices:

	High.	Low.	Close.	Prev. Close.
Spot			9.44@9.48	9.30
September	9.50	9.34	9.40@9.48	9.30
October	9.80	9.76	9.76@9.80	9.55
November	9.63	9.42	9.47@9.62	9.40
December	9.63	9.48	9.62@9.63	9.40
January	9.64	9.50	9.61@9.63	9.45
February			9.69@9.74	9.55
March	9.87	9.76	9.85@9.86	9.64
April			9.85@9.95	9.70

COFFEE.

Prices in the coffee market declined 10 to 15 points during the first half of the day under liquidation which was attributed to the possibility of a railroad strike, which seemed to have curtailed the spot demand. On the decline, however, a better demand developed, and late in day the market showed a firmer tone. Values regained most of the loss on this new buying, and at the close were net unchanged to 2 points lower. Sales for the day were 48,250 bags. The spot market was inactive, but steady, with Rio 7s quoted at 9¾c. Range of prices:

	High.	Low.	Close.	Prev. Close.
August			9.25@9.26	9.27
September	9.25	9.17	9.25@9.26	9.27
October			9.25@9.26	9.27
November			9.25@9.26	9.27
December	9.30	9.14	9.25@9.26	9.27
January			9.29@9.30	9.31
February			9.34@9.35	9.35
March	9.45	9.24	9.39@9.40	9.39
April			9.43@9.44	9.44
May	9.51	9.34	9.49@9.50	9.49
June			9.52@9.53	9.54
July	9.60	9.55	9.58@9.59	9.58

SUGAR.

The market for sugar futures was fairly active, and after opening generally 5 to 12 points lower prices sagged, and at about midday values showed net declines of 10 to 22 points, due to a lower spot market. From this level short covering, due to a turn for the better in actual sugar, caused prices to advance rapidly and most of the day's loss was gained, the closing showing an advance of 2 points to a decline of 5 points. Business for the day amounted to 27,500 tons. Range of prices:

	High.	Low.	Close.	Close.	Prev. Last Year.
August					3.82
September	3.85	3.61	3.84@3.85		3.82
October	3.89	3.67	3.84@3.85		3.82
November	3.80	3.67	3.84@3.85		3.88
December	3.75	3.64	3.74@3.76		3.79
January	3.42	3.36	3.53@3.55		3.57
February	3.27	3.22	3.34@3.36		3.44
March	3.35	3.23	3.34@3.36		3.58
April	3.30	3.30	3.38@3.40		3.41
May	3.40	3.35	3.42@3.44		3.44
June			3.44@3.47		3.47
July			3.48@3.50		3.50

The local market for refined sugar was dull and unchanged, at 7.00c to 7.25c for fine granulated. With raw and refined over 3c apart, buyers were more disposed to wait some adjustment in prices before buying very extensively. There were further declines in raw sugar, with a sale of 21,000 bags of Cubas, in port, at 3⅝c cost and freight basis, equal to 4.64c duty paid. Local refining interests showed a buying interest at 3¾c, with holders asking fractionally higher prices. The market at the close displayed a rather steadier feeling, and in the quarters a recovery of prices was looked for. Quotations: Centrifugal, 4.64c; molasses, 3.87c; cost and freight, 3½c.

BUTTER AND EGG MARKET.

BUTTER.—Receipts, 10,942 packages. The fresh stock is arriving slowly, and with a good deal of talk about the influence of the prospective railroad strike, the market developed increased firmness on the top grades of fresh butter. Some sales were made at 4c and prices are quite nominal for scoring at the moment. Creamery, extras, (92 score,) per pound, 32½@33c; higher scoring, 33¼@33½c; firsts, (88 to 91 score,) 31½@32c; seconds, (83 to 87 score,) 29½@30c; thirds, 27½@28c; creamery, unsalted, extras, 33@33½c; higher scoring, 34@34½c; firsts, 31½@32c; seconds, 29½@31c; State dairy, tubs, finest, 31½@32c; good to prime, 29@30c; common to fair, 27½@28½c; renovated, extras, 28½@29c; firsts, 27½@28c; lower grades, 25½@26½c; imitation creamery, firsts, 27½@28c; ladies, current make, firsts, 26½@27c; seconds, 25½@26c; lower grades, 24@25c; packing stock, current make, No. 1, 25½c; No. 2, 24½@25c; lower grades, 22½@24c.

EGGS.—Receipts, 17,844 cases. Advices that western railroads are refusing to accept freight for New York on account of the approaching strike give a prospect of small supplies of fresh-gathered eggs to be available in the near future and the market is strong with holders generally asking higher prices. Business reported warrants an advance in quotations of fully 1c on nearly all grades. Storage eggs are in good demand and held with increasing confidence with sales reported at stronger prices. Nearby white eggs scarce; very fancy goods are hard to find and prices continue in sellers' favor. Fresh gathered, extra fine, per dozen, 34@38c; extra firsts, 32@33c; firsts, 30@31c; seconds, 27@29c; thirds and poorer, 23@26c; dirties, No. 1, 24c; No. 2 and poorer, 18@23½c; checks, good to choice, dry, 22c; undergrades, 18@21½c; refrigerator special marks, fancy, storage and insurance paid, 29½c; firsts, 28@29c; seconds, 26@27½c; refrigerator, State whites, 30@32c; State, Pennsylvania and nearby hennery whites, fine to fancy, 42@46c; ordinary to good, 38@40c; gathered whites, ordinary to fine, 32@42c; Western and Southern, gathered whites, 30@35c; State, Pennsylvania, and nearby hennery browns, 36@38c; gathered brown and mixed colors, 28@35c.

Weather in Cotton and Grain States.

Special to The New York Times.

N. Car. and S. Car.—Fair Thurs. and Fri.; light, variable winds.

Ga.—Fair Thurs. and probably Fri.; light, variable winds.

Fla.—Scattered showers and thunderstorms Thurs. and probably Fri.; increasing winds on the s. coast.

Ala. and Miss.—Fair Thurs. and Fri.; light, variable winds.

Tenn., Ky.—Fair Thurs. and Fri.

Ohio — Fair Thurs. and Fri.; increasing cloudiness; moderate w. winds.

Ind.—Fair Thurs. and Fri.; light w. winds.

L. Mich.—Fair Thurs. Fri., partly cloudy; probably showers; moderate w. winds.

U. Mich.—Showers Thurs. afternoon or night. Fri. fair; moderate w. winds.

La., Ark.—Fair Thurs. and Fri.

Okla.—Thurs. and Fri. unsettled.

E. Texas—Thurs. and Fri. partly cloudy.

W. Texas—Thurs. and Fri., unsettled; probably showers in w.

Ill.—Fair and warmer Thurs. Fri. partly cloudy; cooler in n.

Mo.—Partly cloudy and warmer Thurs. Fri. probably fair.

Wis.—Partly cloudy Thurs.; warmer in e. Fri. fair and cooler.

Minn.—Fair Thurs. and Fri.; cooler Fri. and in n. w. Thurs.

Iowa—Partly cloudy Thurs. Fri. fair and cooler.

N. Dak.—Fair Thurs. and probably Fri.; cooler Thurs.

S. Dak.—Fair Thurs. and probably Fri.; cooler Thurs. in n. and in s. e. Fri.

Neb.—Partly cloudy Thurs. Fri. fair.

Kan.—Partly cloudy and possibly unsettled Thurs. Fri. fair.

ASK $160,000,000 IN NEW HAVEN SUIT

Shareholders Begin Action Aimed at Former Officers, Directors, and Counsel.

BLAME THE ADMINISTRATION

Complaint Says Actual Loss and Damage Have Exceeded $133,000,000—Company Won't Reply.

A restitution suit to recover more than $1,600,000 was begun yesterday in the Federal District Court by Bigelow & Wise, attorneys, of 11 William Street, against former officers, directors, and counsel of the New York, New Haven and Hartford Railroad Company. The attorneys are acting in the interest of Edwin Adams, Julius C. Morse, George C. Fisk, James F. Ray, and Mary M. Clark, Massachusetts stockholders in the railroad. The plaintiffs seek to have restored to the company and the stockholders money which, they allege, was paid out as a result of maladministration and which was not used for the company's good.

The defendants, residents of this and other States, are: William Rockefeller, Charles M. Pratt, Lewis Cass Ledyard, George Maculloch Miller, James S. Elton, Henry K. McHarg, Edward D. Robbins, John L. Billard, Robert W. Taft, Charles S. Mellen, and J. Pierpont Morgan, Herbert L. Satterlee, William P. Hamilton and Lewis Cass Ledyard as executors under the will of J. Pierpont Morgan, and Florence A. V. Twombly as executrix under the will of Hamilton McK. Twombly and the New York, New Haven & Hartford Railroad Company.

Describing the defendants as conspirators, the complaint sets forth that from time to time and continuously from July, 1890, to December, 1914, these defendants "pursuant to and in furtherance of an unlawful combination and conspiracy and to effect the aforesaid unlawful purpose thereof, have directly and indirectly purchased and acquired for the defendant company the stocks and securities of other corporations, and have purchased and leased the property of corporations" and have paid out and expended the moneys, funds and credits of the New Haven company to an amount exceeding $100,000,000, and as a result of these alleged unlawful acts have caused the stockholders an actual loss and damage exceeding $133,000,000.

It is the belief of the plaintiffs that a $2,000,000 loss in revenue was occasioned by the alleged conspirators "long routes, sportsmen's territory and in the elimination of passenger and freight business in the New England States.

During the progress of the so-called conspiracy the complaint alleges that more than $1,000,000 of the company's funds were misapplied in the purchase of newspapers, which were then published for the purpose of distracting the attention of the public and the stockholders from them into the belief that the affairs of the defendant company were being conducted honestly and in accord with the laws." Some of this money, it is alleged, was also paid to writers, publicity men, and for "news" articles, magazine write-ups, and for advertising, all having deception for the purpose. It is contended by the complaint that in defraying the expenses of operating ste

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Reliable news on stocks, bonds, exchange, money, grain, cotton, will be found every week in The Annalist. The Open Security Market, containing 1,000 unlisted and inactive securities, is a regular feature.—Advt.

THE REAL ESTATE FIELD.

Washington Heights Apartments in $650,000 Deal—Lexington Avenue Sale—Elbridge T. Gerry Leases Big Madison Avenue Corner—Suburban Buyers—Commercial Leasing Active.

Two large apartment houses in the upper Washington Heights section figured in an important deal yesterday, the aggregate value of the properties being about $650,000. The larger end of the transaction involved the sale of the Majestic Apartments, an eight-story building on the southeast corner of St. Nicholas Avenue and 145th Street by the Nason Realty Company, which acquired the property in June from Bing & Bing, who formerly purchased it from John R. Hegeman, President of the Metropolitan Life Insurance Company. The property has a frontage of 168.9 on St. Nicholas Avenue by 101.5 on 145th Street. It has been held at $400,000.

In part payment the sellers took the six-story apartment house known as Emsworth Hall, at 433 to 489 Convent Avenue, southeast corner of 149th Street, 100 on each thoroughfare. The Remor Corporation is the holder of record. This was held at about $250,000.

Lexington Avenue Sale.

A Lexington Avenue deal was closed by John N. Golding in the sale of the three-story dwelling at 1,078 Lexington Avenue, southwest corner of Seventy-sixth Street, 17.2 on the avenue by 80 on the street. It was sold for Henry Goodkind and was purchased by an investor for improvement. It is opposite the new St. Jean Baptiste Church.

E. T. Gerry Leases Madison Avenue Corner.

The lease was recorded yesterday from Elbridge T. Gerry to the Brunswick Realty Company of the property on the northwest corner of Madison Avenue, including the five buildings at 102 to 108 Madison Avenue and 15 East Twenty-ninth Street, 98.9 on the avenue by 95 on the street. The lease is for twenty years from May 1, 1916, with two renewals, the rental, with taxes, ranging from $8,750 to $26,500 a year.

East Side Factory Sale.

The four-story building at 338 East Ninety-fifth Street, 25 by 100, adjoining the southwest corner of First Avenue, has been purchased by Schwartz & Klein, builders. It will be altered for a factory building. Morris Cukor represented the buyers as attorney.

Buys West Side Stable.

Harry Riker has purchased from Josephine C. Christman 325 West Twenty-sixth Street, a two-story stable, on a lot 25 by 98.9, located 200 feet east of Ninth Avenue.

Bronx Sales.

Morris Gerber sold to Walter W. Taylor 1,145 Stebbins Avenue, a three-story frame dwelling, on a plot 33.3 by irregular, located near 167th Street.

New Jersey.

Sarah Robertson sold to Walter T. Kohn the three-story stucco dwelling, occupying a plot 150 by 30, at the corner of Phillips and Almyr Avenues, Deal, N. J.

Westchester County.

Griffen, Prince & Ripley have sold the property at the corner of Stratton Avenue and Mohigan Place, Quaker Ridge, for M. T. Bull to Walter M. Goldsmith, who will occupy the property as his country home.

Angell & Co. sold three lots on Brookridge Avenue, in the north end section of Scarsdale, to P. Savinetti, the adjoining owner.

The Durosa Company has sold for Edward O'Brien to a client for investment 92 Elliot Avenue, between Post and Morris Streets, Yonkers, a modern duplex, two-family three-story brick dwelling, on a plot 20 by 100.

Buys Country Home at Westport.

John Crawford has sold a country home at Westport, Conn., for James Logie to Mrs. L. Shiff. The property contains two acres with a modern house, near the country club.

Commercial Leases.

Goodale, Perry & Dwight, agents of the two-story store and office building that is being erected at the northeast corner of Lexington Avenue and Eighty-sixth Street, have leased from the plans to the United Cigar Stores Company the corner store and basement, 20 by 45, for a long term of years.

Wertheim & Clair have leased in conjunction with Cammann, Voorhees & Floyd for the Stonemor Realty Company to the South American Plantation Company the five-story building at 83 Pine Street, between Pearl and Water Street.

Rice & Hill have leased the store and basement at 1,696 Broadway for a term of years to the Vesta Storage Battery Company.

Cammann, Voorhees & Floyd have leased the store at 110 Fulton Street to Julius Barad.

The factory building at 230 and 232 West Thirteenth Street has been leased for a term of five years by William B. Read for William H. Falconer to the Johnson-McCabe Ore Testing & Refining Co.

Henry Hof has leased for E. F. Beinhauer the store at 571 Third Avenue to Jacob Metsch.

Tracks for Culver Line Extension.

The Public Service Commission yesterday set Monday, Sept. 18, as the date for receipt of bids for the installation of tracks for a portion of the Culver rapid transit railroad in the Borough of Brooklyn, commonly known as the Culver Line. The new Culver Line will be an elevated extension of the Fourth Avenue system.

The portion of the line upon which bids are asked for track installation is that beginning at a point in private property between Eighth and Ninth Avenues near Thirty-eighth Street, and extending thence easterly under private property, Ninth Avenue, private property, and Tenth Avenue to a point in private property south of Thirty-seventh Street, between Tenth Avenue and Fort Hamilton Avenue, thence southeasterly through private property on the southerly side of Thirty-seventh Street, Fort Hamilton Avenue, private property, West Street, thence southeasterly over West Street, private property, Cortelyou Road, and private property to Gravesend Avenue, and thence southerly over Gravesend Avenue to a point at or near Avenue X.

$238,000 Bronx Building Loan.

One of the largest Bronx building loans in some time has been made by the Lawyers Mortgage Company, which has loaned $236,000 to the Dulcet Holding Corporation for the erection of four five-story apartment houses on a plot 104.8 by 308.5 feet on the east side of Grand Boulevard and Concourse, 75 feet north of 167th Street.

$75,000 Addition to West Side Plant.

Jabez Burns & Sons, manufacturers of machinery, will build a six-story addition to their factory on the vacant plot, 50 by 100 feet, on the south side of Forty-third Street, 125 feet west of Eleventh Avenue. The addition will cost about $75,000.

RESULTS AT AUCTION.

AT 14 VESEY STREET.

By Joseph P. Day.

Hudson St, 617 and 619, w s, 19 ft s of Jane St 37.1x33.2x irregular, two four-story tenements and stores; Wm. W. Johnson and another, trustees, against Felix Lugone et al.; Merrill, R. & T., attorneys; due, $16,691.70; taxes, &c., $776; to the plaintiff for $16,000.

AT 3,208 THIRD AVENUE.

By Daniel Greenwald.

Walton Av, n e corner of 170th St, 25x100, vacant; Hamilton Holding Co. against Notlaw Realty Corporation et al.; Hirschman & D., attorneys; due, $8,372.79; taxes, &c., $226; to William J. Allen for $8,550.

TODAY'S AUCTION SALES.

AT 14 VESEY STREET.

By Henry Brady.

127th St, 121 West, n s, 308.4 ft w of Lenox Av, 16.8x99.11, three-story dwelling; Mathew McNamara against A. L. Bierhoff et al.; T. J. Bannon, attorney; due, $8,643.08; taxes, &c., $872.16.

By M. Morgenthau, Jr., Co.

Manhattan St, 7, w s, 117.6 ft n of Houston St, 25.2x62, 5-story tenement; A. M. Nelson, guardian, &c, against Bardale Realty Co. et al.; J. A. Seidman, attorney; due, $366.45; taxes, &c., $147.90.

By Herbert A. Sherman.

100th St, 158 East, s s, 275 ft w of 3d Av, 25x100.11, 5-story tenement; Marla Silverberg against M. M. Pullman et al; Tomes, Philip Rosen et al., action to foreclose mechanic's lien; attorneys, Snyder & Sarafan.

TINTON AV, 775; Frederick Haas against Aron Monowitz et al., foreclosure of mortgage; attorney, A. E. Guigeoli.

178TH ST, n s, 125 ft w of Clifton Av, 25x95; Brook Av, e s, 73.4 ft s of 176th St, 24.4x100; Brook Av, 1,504; Lot 816, map of village of Wakefield; Lot 414, northerly half, map of village of Mount Vernon; West 7th St, n e corner of South 9th Av, 80x100; Henry C. Burnstine et al. against Elizabeth Keerner et al., action to set aside conveyance; attorney, A. J. Gelst.

180TH ST, s s, 140 ft w of Vyse Av, 40x100; John Henry Eggers, Jr., against Johanna Birnhaupt et al., foreclosure of mortgage; attorneys, Elfers & Abberley.

REAL ESTATE AT AUCTION.

LONG BRANCH **AUCTION**
BUNGALOW & HOMESITES—200
DEL MONTE GARDENS
SEPT. 7-8-9 Autos given away. Luncheon. Directly on the Shrewsbury and 2 blocks from ocean.
2 & 8 P. M. Send for FREE Transportation and see next Sunday's Herald, Times, World.
Write Today GEORGE S. BAKER, Aus'r 7 E. 42d St., New York.

Real Estate in All Its Branches.

Joseph P. Day
31 Nassau St., N. Y. Phone 744 Cort.

MANHATTAN—FOR SALE OR TO LET.

Bargain Hunters' Attention

Three-story private dwelling, which fills the 100 square feet of a Park Av. corner in the 90s; will sell cheap to close estate. Traube, 1,402 Lexington Av.

55TH ST., NEAR PARK AV.

Modern 19 ft. high stoop house, b. p. ext., 5 baths; sale or rent.
HERBERT A. SHERMAN,
20 Nassau St. and 41 East 41st St.

BROOKLYN—FOR SALE OR TO LET.

A FINE HOME

FOR VERY LITTLE CASH AND $35 A MONTH, 7 LARGE ROOMS, ENCLOSED PORCH, LAWN AND GARDEN, ONE-FAMILY BRICK, IN HEALTHFUL RESIDENTIAL SECTION, 24 MINUTES FORM CITY HALL, MANHATTAN. COME TODAY OR WRITE FOR PHOTOGRAPH.
(6 HOUSES SOLD LAST WEEK.)
ALCO BUILDING CO.,
66th St. and 12th Av., Brooklyn.
2pp. 22d Av. Station Sea Beach Subway. Take Sea Beach Sub., Municipal Bldg.

America's Finest and Most Beautiful $50,000.00 Residence.

Necessary to sell at once—20% discount if sold by Oct. 1. All the year round house, double garage; 45 minutes from Broadway; $10,000 cash, balance 1st and 2d mortgages or easy payments. Mrs. A. F. Cassidy, 242 Exeter St., Manhattan Beach, Brooklyn; telephone Coney Island 932.

BEAUTIFUL BRICK HOUSES

$250 Cash; Balance Like Rent.

One and two-family; 4th Ave. Subway, Brooklyn: $4,500-$5,250. G. SILSBY, 217 Broadway, New York: Cort. 7440

BRONX—FOR SALE OR TO LET.

Private Homes
Near Van Cortlandt Park.

Beautiful 9-room house with every modern convenience; delightfully situated on a plot 33x100 feet deep; electric lights, parquet floors, hot-water heat, open fireplace; within 3 minutes of N. Y. Central Station. Bargain, $9,750-$8,000. Easy terms.
Plenty of Room for Garage and Driveway
MARTHA AVE.,
Bet. 240th-241st St.
D. Houlihan, Owner, 2,889 Bainbridge Av.

QUEENS—FOR SALE OR TO LET.

Commuting Home.

Modern 14 room house, 2 baths
Long Island
Acre plot, hill section.
In residential park, with trees, improved streets and space for garage.
RENTAL $1,000 PER ANNUM.
Immediate possession.
Photo and Diagram on application.
H. C. McNulty, 30 E. 42d St., Manhattan
TEL. MURRAY HILL 7505.

Business Men, Attention!

Beautiful home of 10 rooms and 2 baths, overlooking Long Island Sound; large grounds; plenty of shade; every modern improvement, sewer, water, gas, electricity; 27 minutes from 33d St. and 7th Av.; 44 trains daily; deep water anchorage; privilege of private bathing beach; will sell cheap for cash or on reasonable terms if desired. Call or write B. Stephenson, 243 West 34th St.

Little House at Jamaica, $1,600.

Hedge around property; fruit trees; chicken house with run; two blocks from trolley. Terms to suit buyer. B. Luckey, 105 Flatbush Av., Brooklyn.

WESTCHESTER—FOR SALE OR TO LET.

On the Sound
at
Mamaroneck
39 Minutes from Grand Central Station, we are offering
BUILDING PLOTS
75x150 for $1980
This is the most beautiful property in Westchester County.
Fronting on the Water and
Overlooking Long Island Sound
Boating, Bathing, Fishing, Tennis and the
Best Motoring Roads in the State.
Views and Information from
MEIGHAN & MAGILL,
30 East 42d St., N. Y.
Phone Murray Hill 3498.

MORGENTHAU JR & CO.
MORTGAGES
25 PINE STREET

DECIDED BARGAIN
SEMI-BUNGALOW
Hudson River Section of Westchester County. 7 rooms, all improvements, sleeping porch; 5,000 sq. ft. land. All city improvements in and paid for. 35 minutes from Grand Central Terminal. $5,500, very easy terms.
H. C. WILDE,
88 Elliot Ave., Yonkers, N. Y.
Tel. 680 Yonkers (Evenings.)

OWNER MUST SELL

One of the finest country homes in Westchester; Italian villa, 12 rooms, 3 baths, sunken garden, 3-car garage, about an acre; near station, facing New Bronx River Parkway; high, healthful elevation. Particulars apply H. E. Wilson, Room 200, St. George Hotel, Brooklyn.

SCARSDALE BARGAIN

Attractive all-year modern home, 12 rooms, 3 baths; large garage, chauffeur's quarters; 2 acres, beautifully laid out; high elevation; exceptional bargain; will rent.
FOX REALTY COMPANY,
51 East 42d St.

FOR SALE

Colonial Heights, semi-bungalow; six large, airy rooms and bath, electric lights, open fireplace, large porch; garage; ideal location for children. A. Reiner, Room 1,118, Tribune Bldg. Tel. Beekman 4500.

COUNTRY ESTATES.

Send for our selected list
Mount Kisco Bedford
Choppeyua Kotonah
SEAMAN LOWERRE & CO.
15 East 43d St., N. Y. Murray Hill 5044

REAL ESTATE TRANSFERS.

WEDNESDAY, AUG. 30.

With name and address of purchaser and attorney. When attorney's name is omitted address party of the second part.

Manhattan.

BEEKMAN PLACE, 33, e s, 60.5 ft s of 51st St, 20x100; Benjamin Gruber to Esther, his wife, mtg $——, on the premises, all liens, Aug. 29; attorney, I. E. Schlesinger, 299 Broadway $1

CONVENT AV, 433, s e corner of 149th St, 99.11x100; Remor Corporation to Normar Real Estate Corporation, 170 Broadway, mtg $174,000, Aug. 29; attorney, H. S. Mansfield, 27 Cedar St. $100

EDGECOMBE AV, 100, n e corner 139th St, 18x80, foreclosure Aug. 15; J. Lewis Lindner, referee, to J. Romaine Brown, 340 Convent Av; mtg $10,000, Aug. 29; attorney, Title Guarantee and Trust Co., 176 Broadway ..... $600 above mortgage

IRVINGTON ST, 168, n s, 50.6 ft e of Clinton St, 25x57; Alexander and Hulde Golenternek to Fanny Grenier, on the premises, mtg $20,000, Aug. 24; attorney, H. Koppelman, 144 Rivington St. $500

ST. NICHOLAS AV, s e corner of 143th St, 183.9x100x186.10x100.5; Normar Real Estate Corporation to Remor Corporation, 150 Broadway, mtg $315,000, all liens, Aug. 29; attorney, H. S. Mansfield, 27 Cedar St. $1

ST. NICHOLAS AV, e s, 50.6 ft s of 128th St, 25.3x97.8x25x93.11; Lincoln Trust Co. to Lincoln Trust Co., 204 5th Av, as guardian of Gerald C. Holbrook, Aug. 25; attorney, Lawyers Title and Trust Co., 160 Broadway $1

7TH ST, 215-215½, n s, 216.4 ft w of Avenue C, 33.4x87.6; David Horne to Aaron Blum, Grafton, N. Y. mtg $23,750, Aug. 29; attorney, Hy Kurtz, 63 Park Row $100

12TH ST, n e s, 381.2 ft s e of 6th Av, runs s e 20.10x n e — s — to distance of 100 ft n e therefrom x n w 16.4x s w 100 to beginning; Harvey S. Gay and wife to John H. Henshaw, 294 West End Av, trustee, mtg $15,000, all liens, Aug. 29; attorneys, Lockwood & L., 120 Broadway $1,000

26TH ST, s s, 200 ft e of 9th Av, 25x98.9; Josephine C. Christman to J. Harry Riker, 507 West 28th St, Aug. 29; attorney, Title Guarantee and Trust Co., 176 Broadway $100

112TH ST, 21 East, n s, 301 ft e of 5th Av, 19x100.11, foreclosure Aug. 4; Charles J. W. Meisel, referee, to 888 Union Avenue Co., 74 Broadway; attorneys, Strasburger & S., 74 Broadway ..... Over and above mtg., $5,800

160TH ST, s s, 375 ft w of Broadway, 200x100; Union Dime Savings Bank to Medal Realty Co., 42 Broadway, mtg $37,500, Aug. 7; attorneys, Butcher, T. & F., 1 Madison Av $100

Bronx.

BEAUMONT AV, 2,321, w s, 50x100; Universal Holding & Leasing Co., Inc., to Bernard Kahn, 870 East 162d St, mtg $5,000, Aug. 29; attorney, Lawyers Title and Trust Co., 160 Broadway $1

CONCORD AV, e s, 100 ft s of Dater St, 50x100; Leo J. Rosett, referee, to Frederick Schaufer, 2,702 Marion Av, Aug. 24; attorney, Ernest E. L. Hammer, 3d Av and 148th St $5,500

CROTONA AV, w s, 231.10 ft s of 182d St, 30x219.4x30.11x225.3; Dunnelle Van Schaick to Guaranty Trust Co., 28 Nassau St, trustee, mtg $21,000, March 14, 1912; attorney, Guaranty Trust Co., 5th Av and 43d St $1

FREEMAN ST, s s, 33.6 ft w of Longfellow Av, 47x90.4; Amerigo Carucci to Vincent Destasio, 1,546 East 38th St., Brooklyn, mtg $34,500, Aug. 29; attorney, J. A. Carucci, 1,546 East 38th St., Brooklyn $1

JACKSON AV, w s, 26.11 ft s of Dater St, 49.11x100; Anthony J. Griffin (Ref.) to Beckie Feldstein, Mount Vernon, N. Y., mtg $30,000, Aug. 29; attorney, Lawyers Title and Trust Co., 160 Broadway $34,000

LOT 21, Block 4, map Morris Park; Herman Rothkopf to Herman A. Domph, 799 East 180th St, ½ part, Aug. 30; attorney, H. A. Domph, 799 East 180th St. $1

PARK AV WEST, 4,469, w s, 18.1x85.10, Empire City Savings Bank to John Hill, 123 Edgecombe Av, mtg $2,500, Aug. 28; attorneys, Geltner, S. & A., 299 Broadway $4,500

PLOT begins at line dividing this land from land A. Schermerhorn and line dividing same from land marked Redmond No. 1 on map Jas. Rosenthal, runs n o 125 ft to centre line right of way leading to Bettners Lane x — x s — x e — s 131.5x e — to beginning, contains 2¼ acres; Thomas M. Meikleham to Leona Holding Corporation, 63 Park Row, June 7, confirmation deed; attorney, Title Guarantee and Trust Co., 176 Broadway $1

SAME PROPERTY; Henry P. Meikleham to same, confirmation deed July 14; same attorney $1

STEBBINS AV, w s, 115.3 ft n of 167th St, 30x87.3x37.3 to Prospect Av x30x33.3x33.3; Morris Gerber to Walter W. Taylor, 428 Tecumseh Av, Mt. Vernon, N. Y. mtg $9,000, Aug. 23; attorneys, Du La Mare & M., 140 Nassau St. $100

WEST FORDHAM ROAD, 14, s e s, 23.8x100 18.4x114.11; Thomas Brady to Thomas W. Brady, 14 West Fordham Road, Aug. 28; attorney, Thomas W. Brady, 14 West Fordham Road $100

143D ST, s s, 100 ft e of College Av, 50x100 x50x irreg; Dern Realty Corporation to Yetta Horowitz, 1,081 Simpson St, mtg $41,000, Aug. 29; attorney, Lawyers Title and Trust Co., 160 Broadway $1

169TH ST, n s, 67.9 ft w of Decatur Av, 19.11x87.4; Thomas F. Kennedy, referee, to Sophia A. Seidman, 804 West 180th St, mtg $5,500, Aug. 29; attorney, J. A. Seidman, 41 Park Row $950

RECORDED MORTGAGES.

With name and address of the lender and lender's attorney. Interest is at 5 per cent. unless otherwise specified.

Manhattan.

MADISON AV, n w corner of 29th St, 98.9x 95, leasehold, Aug. 30; Brunswick Realty Co. to Elbridge T. Gerry, Newport, R. I., installments, 6 p. c.; attorneys, Harris & T., 258 Broadway $200,000

ST. NICHOLAS AV, s e corner of 146th St, 183.9x100x183.10x101.5, Aug. 29; Remor Corporation to Normar Real Estate Corporation, 170 Broadway, prior mtg $300,000, due and interest as per bond; attorneys, Marks & M. 61 Park Row $15,000

VERMILYEA AV, n s, 175 ft w of 204th St, 50x150, Aug. 29; Edelo Realty Corp. to City Mortgage Co., 15 Wall St, demand, 6 p. c.; attorney, P. A. Snow, 15 Wall St. $47,000

7TH ST, 215 and 215½, n s, 216.4 ft n of Avenue C, 33.4x97.6, Aug. 29; Aaron Blum to Joseph Horne, 125 50th St, Brooklyn, installments, 6 p. c., prior mtg $23,750; attorneys, Henry Kurtz, 63 Park Row $1,000

62D ST, 138 West, s s, 425 ft w of Columbus Av, 25x100.5, Aug. 29; Mary F. Zimmermann (Doyle) to Joseph F. Doyle, 138 West 62d St; attorney, John M. Ruck, 271 Broadway $2,000

112TH ST, 21 East, n s, 301 ft e of 5th Av, 19x100.11, Aug. 30; 888 Union Avenue Co. to Samuel Bandel, 1,552 Minford Place, installments, 6 p. c.; attorneys, Strasbourger & S., 74 Broadway $5,500

12TH ST, n e side, 383.2 ft s e of 6th Av, runs s e 20.10x n e — s — to a distance 100 ft n e therefrom x n w 16.4x s w 100 to beginning, Aug. 29; John H. Henshaw, trustee to Harvey S. Gay, Scarsdale, N. Y., due Sept. 1, 1913, prior mtg $——; attorneys, Lockwood & L., 120 Broadway $2,000

94TH ST, 35 West, n s, 800.4 ft w of Central Park West, 19.8x100.8, Aug. 30; Hannah S. Gould to Victor Gaertner, 403 Audubon Av, due as per bond; attorney, M. Nagler, 223 Broadway $1,500

160TH ST, s s, 641.8 ft w of Broadway, 66.8x 100, Aug. 7; Medal Realty Co. to Union Dime Savings Bank, 701 6th Av, due and interest as per bond; attorneys, Butcher, T. & F., 1 Madison Av $19,500

160TH ST, s s, 575 ft w of Broadway, 66.8x 100, Aug. 7; Medal Realty Co., to Union Dime Savings Bank, 701 6th Av, due and interest as per bond; Attorneys, Butcher, T. & F., 1 Madison Av $19,000

160TH ST, s s, 708.4 ft w of Broadway, 66.8x 100, Aug. 7; Medal Realty Co., to Union Dime Savings Bank, 701 6th Av, due and interest as per bond; attorneys, Butcher, T. & F., 1 Madison Av $19,000

Bronx.

BROWN PLACE, e s, 25 ft n of 134th St, 25x100; Emily C. Findlay to Abbie E. Wilie, 1,546 Eastchester Road, July 1, due as per bond; attorney, Lawyers Title and Trust Co., 160 Broadway $1,300

LOTS 12 to 14, Parcel 17, map of William B. Ogden; also Lots 4 and 5, Parcel 22, map of William B. Ogden; also Lots 3 and 4, Parcel 35, map of William B. Ogden; also Summit Av, e s, 200 ft s of 162d St, 25x100; also Summit Av, e s, 225 ft s of 162d St, 50x95; also plot begins at Stone Monument A on map made by Morrison and Barrett, June 8, 1877, runs — n in a straight line 85.10x—, 72.6x—, 15.3 to Pontoon Bridge crossing, Cromwell Creek x14.8x11.6x280.5 to w s of Macomb's Dam Road x—x n e — to beginning; also Belmont Av, s e corner of Macomb's Road, 118.6x179.8 to centre line of Cromwell Creek x n e 195.7 to w s of Inwood Av x32x314.8; also Inwood Av, n w corner of Belmont Av, 126.8x168.6 to Featherbed Lane x95.10x47.10x49.6 to 230.6; also Inwood Av, w s, 317.11 ft n of Goble Place, 248.10x77.6x50x100x217.11; also lot in Mount Vernon and Rye; Thomas I. Reynolds to Margaret Gants, 900 Ogden Av, prior mtg $34,000, Aug. 25, 2 years, 6 p. c.; attorneys, Todd & St. John, 258 Broadway $15,000

PARK AV WEST, 4,469, w s, 18.1x85.10; John Hill to Empire City Savings Bank, 251 West 125th St., Aug. 28, 3 years; attorney, C. W. Dayton, 27 William St. $2,500

RYER AV, w s, 245.1 ft n of Burnside Av, 50x irregular; Wm. L. Phelan to Wm. P. Pelty, 2,036 Ryer Av, prior mtg $12,000, Aug. 29, 3 years, 6 per cent.; attorney, Title Guarantee and Trust Co., 176 Broadway $2,600

VYSE AV, s w corner of 177th St, 127.9x103; Frank A. Becker to Charles Purdy, White Plains, N. Y., Aug. 29, 1 year, 6 p. c.; attorney, A. K. Griffin, 15 Court St, White Plains, N. Y. $6,350

143D ST, s s, 100 ft e of College Av, 50x100x 50x—; Yetta Horowitz to Dern Realty Corporation, 309 Broadway, Aug. 29, 5 years, 6 per cent.; attorneys, Krakower & P., 309 Broadway $6,000

149TH ST, n s, 220.3 ft e of Morris Av, 100x 25x20x9.3x80x25.8; Giuseppina Marsarella to Henry Elias Brewing Co., 403 East 54th St, Aug. 29, demand, 6 p. c.; attorney, L. W. Osterweis, 205 5th Av. $300

156TH ST, s s, 96.11 ft e of Tinton Av, 18.9x 96; also 156th St, s s, 115.9 ft e of Tinton Av, 18.9x96; Congregation Tomchay Torah of the Bronx to Louis Baine, 681 Beck St, Aug. 29, 3 years, interest as per bond; attorney, Sol Friedland, 299 Broadway $1,000

RECORDED LEASES.

With name and address of lessee.

Manhattan.

BROOME ST, 529, corner store and store and basement adjoining;

LONG ISLAND—FOR SALE OR TO LET.

NEPONSIT

Are You Rested In the Morning?

If you are not, you are not fit to do the work on which your success depends. Live at NEPONSIT, where a real rest under blankets every night in the year fits you to do your best at the office all day, every day. With its glorious beach, its surf, its bay, its tennis and other outdoor sports, and its well appointed Club House, NEPONSIT is a delightful year-round home, only 40 minutes from Manhattan or Brooklyn. Children "find themselves" at NEPONSIT; grown-ups revel in its completeness. Lots $550 up. Liberal terms. Ask for particulars at once. Phone Greeley 2741.

Neponsit Realty Company
Suite 509. 1 W. 34th St. New York City.

HUNTINGTON

$35 EVERY LOT HIGH AND DRY; NEAR TROLLEY AND MAIN ROAD; CHURCHES, SCHOOLS, AND STORES; 10,000 POPULATION; WILL GIVE A WARRANTY DEED; FINEST SOIL.

LOTS $2 Down, $1 Monthly.
Call or write for free railroad tickets.
B. Seyman, 105 Flatbush Av., B'klyn.

CHICKEN FARM

$150 CASH WILL START YOU, balance $8 weekly, will buy poultry farm; well-built house; 6 rooms; range and stationary tubs in kitchen; dry concrete cellar; in greatest poultry country; trolley and railroad; one hour from city; few minutes from station and beautiful harbor; healthy climate; good markets right in town of 7,000; schools, stores, factories; plenty of work all year; soil just suited for poultry and farming. C. Estate, 243 West 34th St.

FOR SALE
AT BRIDGEHAMPTON, L. I.

A large tract of ocean, bay and lake front property. The most attractive situation in the Hamptons.

WILLIAM H. WINTERS,
Westhampton Beach, L. I.
Or your own broker.

REAL ESTATE WANTED.

HOUSES WANTED

I have several colored clients who desire to lease or purchase houses in Manhattan.

L. C. COLLINS, 119 Nassau Street

FOR SALE OR TO LET FOR BUSINESS.

LOFTS WITH FINE LIGHT
7,500 SQUARE FEET TO FLOOR.

New Subway Station, 18th St. and 7th Ave. Modern, well-kept building. 100% sprinkler system; suitable any business.

247-253 WEST 19TH ST.
To Lease at Reasonable Rent.
Apply Superintendent, or Revel Realty & Securities Co., Owner, 51 Chambers St. Phone 732—Worth. Or your own broker.

APARTMENT HOTELS.

The Lorraine
Fifth Ave. at 45th St.
Apartments and Rooms with Bath,
Furnished or Unfurnished,
by the Year or Transiently.
Also **EQUINOX HOUSE** Manchester, Vermont.

CITY HOUSES TO LET—UNFURNISHED.

20 East 83d Street.
Rental Reasonable.
Apply to
Wm. A. White & Sons
Real Estate
46 Cedar Street Telephone 5700 John

ASTOR DWELLINGS
ON THE BLOCK BEAUTIFUL
130th Street, Fifth to Lenox

Three-story, 25-foot front houses, 11 rooms, front lawns and porches; rent $75 to $80. Inquire 24 West 130th, or

Robert Levers, 376 Lenox Avenue

COUNTRY HOUSES TO LET—Furnished.

For Rent

Attractive Stone and Shingle Country Home Artistically Furnished

14 rooms, 4 baths. Land comprises 5 acres high elevation, commanding extensive view of surrounding country. One hour from Grand Central. Rent from October to May $800, or by the year $1800. For further particulars apply R-19

Fish & Marvin 527 5th Ave.
Tel. 6526 Murray Hill

APARTMENTS TO LET—Unfurnished.
MANHATTAN—West Side.

AFTER THIS
No more subway or suburb.
LIVE
Three minutes to 116th St. Express Station, 6th and 9th Ave. "L."
MORNINGSIDE PARK APARTMENTS
Facing most Picturesque Park in Manhattan.
4 ROOMS, $40-$45
5 ROOMS, $55-$60
6 ROOMS, $65-$70
7 ROOMS, $80-$85
Every Modern Housekeeping Convenience.
40 MORNINGSIDE AVENUE
N. E. CORNER WEST 118TH ST.
HENRY C. COLEMAN.

Hotel Calumet
340 West 57th St.

Near Central Park; centre all transit facilities. High-class fireproof residential hotel. Refined patronage. Attractive outside non-housekeeping apartments, one room and bath and larger suites, unfurnished or furnished. Leases from Oct. 1. Large closets. Superior restaurant; polite service; sensible rates.
GROUND FLOOR APARTMENT,
SUITABLE PHYSICIAN OR DENTIST.

THE HILLCREST
430 West 116th St. Facing Columbia University Grounds
MODERN ELEVATOR APARTMENTS
8 Large, Sunny Rooms & 3 Baths

Rents	Parlors 18x23
$1,500 to $1,800	Dining Rooms...15x18
	Bedrooms 14x16

THE RIDGEWOOD
N. E. Cor. B'way & 107th St.
Only 2 Apartments Left.
7 Rooms—$1,200. 6 Rooms—$1,000.
Apply to Superintendent on premises.

APARTMENTS TO LET—Unfurnished.
MANHATTAN—West Side.

31 West 11th St.
THE SUMNER
Eight-story strictly fireproof apartment. Five-room and bath suites, also doctor's five-room apartment.

82 West 12th St.
THE REGINA
Six-story elevator apartment. Four-room and bath suite.

SUPERINTENDENT ON PREMISES.
J. IRVING WALSH,
73 West 11th St.

207 West 56th St.,
Between Broadway and 7th Ave.
Modern Apartments
7 & 8 ROOMS
2 BATHS
Extra Servants' Rooms.
Day and Night Elevator Service.
RENTS $1,380 TO $1,800.
Moore & Wyckoff, 546 5th Av.,
Corner 45th St. 'Phone 1263—Bryant.

SEQUOIA
Nos. 558 & 560 165th St., Cor. B'way.

Large, new, absolutely fireproof, all modern improvements; mail chute and vacuum cleaner; day and night service, phones; safes. Subway.

Beautiful architecture, entrance and views. If you will come and look, you will rent. JOHN P. DIEHL, Agent, on premises.

Healthiest locality in New York City.

The Rockingham
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Broadway & 56th St.
Sunny Corner Apartment
8 Large Rooms.....$1,700
7 Room Apts..$1,100-$1,300
Apply to Superintendent on premises, or
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Centrally Located and Most Convenient to All Sections of City.

All modern improvements, electric light, telephone, hall service continuous day and night.

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High Class Elevator Apartments,
Between Broadway and Riverside Drive, one block from Subway Station.
Directly Opposite Spanish Museum Grounds.
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Rents Reasonable.

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924 West End Av.—105th St.

New Apartments ready for occupancy—exclusive neighborhood.
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6 ROOMS, $900 to $1,020.
5 ROOMS, 660 to 840.
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LEROY COVENTRY, 156 West 72d St.

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High class, all improvements, 6, 7 rooms; exceptional service; owner's management; rents very moderate; very best decorations; reference required; must be seen to be appreciated. 152d and Broadway.

2, 3, 4 Rooms and Bath,
ALL MODERN IMPROVEMENTS
390 CENTRAL PARK WEST
ELSLEIGH HALL
530 MANHATTAN AVENUE, COR. 122d.
HIGH-CLASS ELEVATOR APARTMENTS.
2-3-4-5 Rooms, Kitchenettes, $30-$60
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201 & 203 West 117th St.
St. Nicholas to 7th Ave.

Most exclusive dwelling in Harlem. Every room an outside room. Elevator apartment. Convenient to Subway, "L," and surface cars. 7 and 8 room suites.

Rentals $780 to $1,050 yearly
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One 9-room and 3 baths corner apartment—
$2,200.

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One 5-room apartment, one bath and extra toilet in kitchen—**$1,050.**

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One 5-room and 2 baths apartment—**$1,150.**

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200 W. 72nd Street
Phone: Columbus 3957

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Attractive, Homelike Apartments,
Moderately Priced,
Under the Management of
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The Hudson Fulton
S. E. Cor. 136th St. and Broadway.

A few suites to let from next October in this elevator apartment house.

7 Rooms, one Bath
8 Rooms, two Baths
One block from Subway.
$810 to $960 yearly.

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Entire block front from 185th to 186th St. Within short walk of 181st St. Subway Station.
4 Rooms—$30 to $37 per month
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Broadway, 89th to 90th Streets

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If you visit this imposing building you will surely come away convinced that in this apartment house, there have been embodied improvements, so advanced, that the most fastidious and cultured demand for a generation to come have been foreseen and carried out. And yet the rentals are reasonable. Read more.

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VINCENT ASTOR - - 23 West 26th Street, New York City

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667 West 161st at Riverside Drive
NEW ELEVATOR APARTMENTS
4-5-6-7-8 Rooms, 1-2 Baths
RENTS $40 TO $125.
Open for inspection day and evening.
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75 Ft. W'shingt'n Av., Southwest Cor. 162d
Modern Elevator Apartments
Beautiful, high-class residential section.
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Finest Section of the Drive.

Modern building embodying all the latest improvements; very large rooms, attractive floor plan.

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Rents $840-$2,000.
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SPENCER ARMS
S. E. Cor. B'way & 69th St.
2, 3 & 4 ROOMS

Maid service included, and meals served in apartments. Every room with permanent outside light and large closet space.
Most convenient Location in City.
RENTAL, $1000 TO $1500 (YEARLY)
Agent always on premises, or your own broker. Tel. Columbus 3982.

8, 9, 10 Room Apartments
With 3 Baths
$1,700 to $2,700 Per Annum
495 West End Avenue
(Southwest corner 84th Street.)

7 and 8 Room Apartments
with 2 Baths
$1,500 to $1,900 per annum
250 West 82d Street
(Southwest corner of Broadway)

225 West End Av.
N. W. Corner 70th St.
Choice Elevator Apartment
5 and 6 Rooms & Bath
$780, $840 Yearly

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LUXONIA APARTMENT,
305 West 72d Street,
to September 30th, 1917; immediate possession; six rooms, two baths; rent $1,600.
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Elevator Apartment. Managed by Owner.
4 Rooms $36.00 to $40.00
5 Rooms 45.00 to 55.00
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6 ROOMS SUITABLE FOR DENTIST.
SUPERINTENDENT ON PREMISES.

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3119 Broadway, Near 125th St.
3-4-5-6-ROOM APARTMENTS
RENT $30 TO $60
Large and light rooms, elevator. Apply Superintendent, on premises, or owner.
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Westbourne Court
556 West 140th Street,
Corner Broadway.
6 Rooms
Suitable for Physician.
REASONABLE RENTS.
Apply Superintendent on Premises, or
M. M. SILVERMAN, 507 5th Ave.

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High-class elevator apartments. 6, 7 and 8 rooms and bath; moderate rents;
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1 WEST 34th STREET

203 WEST 81ST ST. Next to BROADWAY
New 9-story Fireproof Apartment.
3-4-5-6 ROOMS, 1 & 2 BATHS.
ALSO DOCTOR'S APARTMENTS.
RENTS $720 TO $1,500.
Convenient to "L" and Subway.

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336 West 95th St., near Riverside Drive.
HIGH-CLASS HOUSE. 5 Rooms, $50
Subway Express 96th. 6 Rooms, $60
All night elevator.

THE WITHINGTON,
S. W. corner 60th St. and Madison Av., two rooms and bath, elevator and chamber service, from $50 up. Apply Frederick T. Barry Co., 646 Madison Av. Agents on premises.

ROCKLEDGE COURT
3,044 Albany Crescent.
Broadway-231st St. subway station, 3-4-5 rooms; all improvements; $24 to $36. Class of tenants restricted. Call at above address only.

Skylight Studios
5 West 16th Street
Bachelor Apartments
$30 to $60

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JUST COMPLETED
4 and 5 Large Rooms and Bath
$24 to $45
Equal to the Best in Manhattan
MAXIMUM OF SUNLIGHT
Many Unusually Attractive Features.
A Real Neighborhood Community.
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HOW TO GO From Manhattan End of Queensboro Bridge (59th St. and 2d Av.), take Jackson Av., Flushing or College Point trolley direct to 25th St. and Jackson Av. (FARE FIVE CENTS NOW.) Leave car at Jackson Av. and 25th St. Renting office on corner. TWENTY MINUTES' RIDE.

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65-69 West 54th St.
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2 Rooms and Bath,
also doctor's apartment
Apply to Herman L. R. Edgar
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2035-7 Seventh Ave.
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High class apartments 4, 5 and 6 rooms and bath; electric light, telephone and shower. Rents $27 to $40. Apply Superintendent.

A—601 WEST 141ST ST.
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3 to 6 large outside rooms; all night elevator; large closets; moderate rents; elegant foyer; choice location. Superintendent.

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5 Rooms & 2 Baths
North, east & south exposure.
$1,600
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6 ROOMS AND BATH, including service. $1,000 PER ANNUM.
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1 & 2 Room & Bath Aparts. $37.50 to $65. Service Included.
William J. Roome & Co. Inc.
175 Madison Ave., at 34th St.

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IMMEDIATE POSSESSION
MAPLE COURT
1229 PARK AV. Corner 98th St.
8 ROOMS, 2 BATHS, $1,200
7 ROOMS, 2 BATHS, $1,000
A. BRANDSTEIN Agt., 74 B'way.

Murray Hill Apartments
122-128 East 34th Street,
Corner of Lexington Avenue
7-8 Rooms and Bath
Rent $1,200 to $1,500.
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61 EAST 86TH ST.
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5-6-7-8 ROOMS.
Electric light and elevator service. Supt. on premises, or Edward Millman, 165 Broadway.

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Attractive skylight studios; also two-room and bath studio apartments, facing the park.
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Between Park and Prospect.
4 AND 5 ROOMS—$30 UP
Every modern convenience. Unusual transit facilities for business men in Manhattan.
REFINEMENT DESIRED.

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FLATBUSH APARTMENTS
ALL MODERN IMPROVEMENTS
4-5-6-7 ROOMS, $26 TO $55
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One-family house; detached; garage; nine rooms, bath, showers; electric lights; vacuum cleaners; steam; parquetry; $5,450; $650 cash, $15 monthly and interest. Builders, 1,430 77th St. Take West End subway, Municipal Building, to 77th St.

Watch for Sunday's ad. of Easy Housekeeping Homes on Crown St., bet. Bedford and Rogers Avs.; garage space free. Realty Associates, 162 Remsen St.

Queens—For Sale or To Let.

Six-room cottage; near lake; garden; all improvements; 10c. fare, trolley or train; small cash payment and $16 monthly. B. Welch, Box 125 Times Downtown.

Sacrifice my two Jamaica lots for $120 each; two blocks from station and trolleys; need half or all cash. B. Johnson, 105 Flatbush Av., Brooklyn.

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We offer several country homes, farms, at Katonah, Bedford, Mount Kisco, White Plains, at prices below their cost and present worth; also furnished and unfurnished houses along Harlem Railroad.
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Two plots, 75x125, on Fowler Av. for sale at $3,000. Will make liberal terms and will finance a building operation. Only $1,000 cash required. Wynnewood Realty Co., 39 Prospect Av., Mount Vernon, N. Y.

COUNTRY HOMES
Along the Hudson,
Along the Sound,
Among the Hills.
KENNETH IVES & CO., 7 EAST 42D.

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Bargain at Scarsdale—8 rooms—easy terms. GRIFFEN, PRINCE & RIPLEY, 18 East Forty-first Street, New York City.

Six-room waterfront bungalow; garage; beautiful garden plot; ideal for all water sports; most modern construction; 40 minutes out; terms to suit genuine buyer. B. Bryan, 129 Times Downtown.

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Mortgage money, in any amount, at 4½%. S. A. Israel-R. M. De Leeuw Co., 35 Nassau.

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Attractive apartments, two rooms & bath, handsomely furnished; one block from subway; full hotel service; $40.50 weekly up; extra large 3-room corner apt., $21 weekly. Summer rates. Hotel St. Louis, 34 East 32d St. Hotel Oxford, 35 East 27th St.

Two rooms, kitchenette; off 5th Av.; antique furniture; $85; lease. J 64 Times.

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Hotel conveniences, apartment house rates. Inspect our specialty attractive apartments.
R SPECIAL SUMMER CONCESSIONS O
O MONTHLY OR WEEKLY. A
O CATHEDRAL PLAZA. R
P 120 CATHEDRAL PARKWAY. D
110TH ST. AND COLUMBUS AV. E
Special Rates to Columbia Students. N
WE HAVE 1, 2, 3, 4 ROOM APARTMENTS.
$30, $40, $50, $60 UP MONTHLY.
Fully furnished, dishes, etc., cooking utensils, maid service optional; each apartment has private bath and kitchenette; concessions lease or unfurnished. Near subway and "L", must be seen to appreciate. Phone Academy 613. 5th Av. bus stops at door.

THE WILSONIA.
225, 227, 229 West 69th St., near Broadway. 2 rooms, kitchenette, and bath, $45 and up. 3 rooms, bath, and kitchenette, $50 up. 4 rooms, 2 baths, and kitchenette, $75. SPOTLESSLY FRESH AND CLEAN. No questionable or objectionable tenants; 'phone, elevator service; maid service optional, near subway, "L," 5th Av. bus, street cars; references absolutely essential.

A-A—SUMMER RATES—A-A
The city's largest assortment desirable apartments, 2 to 6 rooms, with kitchen or kitchenette. For particulars see inside back cover telephone directory. Office, 215 Manhattan Av. Phones 1647 and 1611 Academy.

Sublet.—Fine apartment, furnished, 7 rooms, including 3 master bedrooms; all light; superior location; from Oct. 1 for 1 year; rental $2,400. Apply Superintendent, 270 Riverside Drive.

Doctor's suite, from Oct. 1. Hotel Devon, 70 West 55th St.; 2 large rooms, bath, and lavatory; rent, $1,200, including complete service. Inquire at Hotel Devon.

Apartment to sublet, furnished, to Oct. 1, 1916; attractive, 2 rooms, bath; rental $50 month; near Plaza Hotel. Apply Superintendent, on premises, 57 West 58th.

59 West 54th St.—Two large rooms and bath, furnished; connected with Hotel Devon; rent $900, including complete service. Inquire Hotel Devon.

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55th, 45 West.—Two rooms and bath; handsomely furnished; steam heat, electricity, gas; instantaneous hot water.

Beautifully furnished eight-room elevator apartment; time to suit tenant; responsible; fine location. 15 West 91st; 6144 River.

Apartments HANDSOMELY Furnished.
CLARK REALTY, 30 E. 42. Vanderbilt 1450.

50th, 14 West.—Two rooms, bath, and kitchenette; desirable; permanent. Circle 1810.

2 rooms, completely furnished; very high-class house. Apply 507 West 113th.

Sublet furnished apartment, 3 rooms, 215 Audubon Av; telephone 617 Audubon. Supt.

Superbly furnished apartment; two to four rooms, bath; service. 25 West 74th.

Apartments, 5-7-8-9-10 rooms, $800 to $2,000. Riverside Drive, 156th to 157th St.

Large corner apartments; high-class elevator apartments. 173 West 58th.

Unfurnished—East Side.

77 IRVING PLACE.—Three rooms and bath; corner; overlooking Gramercy Park; $65, including service; meals served in rooms if desired. Apply on premises or to WM. A. WHITE & SONS, Real Estate, 46 CEDAR STREET. Telephone John 6700.

1,000 PARK AV., COR. 84TH ST.
6 Rooms, 2 Baths, $1,900-$2,100.
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12 Rooms, 4 Baths, $4,400-$4,500.
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Finished estates, farms, and investment properties within 100 miles New York City, any direction; shore fronts and hills.
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G. W. ZUCKER,
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Real Opportunity.—Six-room house; steam heat; fireplace; oak floors; sleeping porch; acre plot; best section; $5,000; easy terms; would rent intending buyer. Smith-Singer Co., Ridgewood, N. J.

ON ACCOUNT OF GOING ABROAD.
Well-built house, 7 rooms, bath; all improvements; plot 61x250; near station and trolley; $6,000. Viale, Tenafly, N. J., or 128 White St., New York.

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New houses, 1 to 4 baths; $6,000 up; houses and steam heated apartments; rent $40 up. C. H. Stiger, opp. Brick Church Station, East Orange.

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Modern houses, apartments; every description; all prices, sale or rent, Lackawanna R. R. Frank H. Taylor, (note first name,) op. Brick Church Station, East Orange.

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Write for our Vineland Farm Catalogue.

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Real Estate—Out of City.

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BATSON FARM AGENCY, 489 5TH AV.

Real Estate Wanted.

Wanted for spot cash, tract of land within 15 miles; must be high, front on good road and have unfailing and abundant water; owners send diagram, bottom price, and particulars. Stevenson, World Building.

Professional man, commuter, wants house, bungalow style, (7-9 rooms, 2 baths;) good-sized lot, shade trees; garage; high-class neighborhood; particulars and photographs desired; cash payment. J 47 Times.

Wanted.—One-family house, 6 rooms, improvements; half hour from city; garden and kitchen space; rent about $20 per month. J 60 Times.

Apartment house management a specialty. Hall & Bloodgood, 542 5th Av.

Wanted for Business Purposes.

A musician wants studio for Oct. 1, about 30x20, with 1 or 2 rooms and bath, location between 42d and 65th Sts., Lexington Av. and Broadway; not necessary north light. Ad. Heaton, Camp Rosalind, Chesham, N. H.

Desk room, 5th to Madison Av., 44th to 50th St.; state rent; young real estate broker. J 70 Times.

Wanted—Permanent storage space uptown to store twenty to twenty-five motor trucks. Sterling Motor Truck Co., 646 West 132d.

Unfurnished—West Side.

125-127 WEST 58TH ST.
Fireproof building; standard service.
7 ROOMS AND BATH, $1,600-$1,800.

SCHUYLER ARMS HOTEL, 307 West 98th, between Broadway and Riverside.—Newly furnished, two, three, four, five rooms; shower baths; all-night maid, bell boy, elevator, and telephone service; immediate possession; $12.50 to $25 weekly; $50 and $100 monthly; restaurant in building. Telephone 3864 river.

52D ST., 200-206 WEST, S. E. cor. Broadway, The Newport.—Five and six rooms and bath; elevator, electric light, steam heat; rentals $55 to $75. Apply to Superintendent on premises, or to WM. A. WHITE & SONS, 46 CEDAR ST. Telephone JOHN 5700.

OVERLOOKING 5th Av. and old First Presbyterian Churchyard, 3 rooms, kitchenette, and bath, $1,400; all outside rooms; most exclusive section in New York. Apply 12 West 12th St., or CARSTEIN & LINNIKIN, INC., 221 4th Av., New York.

Brockton, 661 West 180th, N. W. corner Broadway.—High-class elevator house; extra large sleeping chambers; hardwood floors throughout; 4 rooms, front, $40-$45; 4 rooms, corner, $50; 5 rooms, front, $50; 6 rooms, corner, $58-$60.

NON-HOUSEKEEPING APARTMENTS.
SPENCER ARMS, S. E. Cor B'way & 69th St.
2, 3 and 4 rooms.
Maid Service; Meals Served. $1,000 to $1,500. Agent always on premises, or your own broker. Tel. Columbus 3982.

THE BRAENDER,
S. W. corner of 102d St., Central Park West.
6, 7, 8, and 12 rooms; rents $900-$2,200.
Fireproof building; all improvements.
Superintendent on premises.

Five rooms and bath.
Eight rooms, three baths.
Very high-class elevator house.
Most moderate rents.
530 West 113th St.

COURTWOOD,
Southwest corner 169th St. and Broadway.
Modern elevator apartment,
7 rooms and 2 baths, $1,000.
5-6 rooms and bath, $660-$750.

20th, 424 West—Exclusive location; unobstructed outlook; college grounds opposite; for people of refinement; 5 rooms, bath, steam, $37-$42; no small children.

130th St., 515 West.—Upper part of two-family house, 8 rooms and bath, heat and hot water. W. D. MORGAN, Agent, 3,573 Broadway, (147th.)

131st St., 65 West.—5 and 6 large, light rooms and bath; all improvements; entirely renovated; convenient; telephone; rent $28 to $35.

46TH ST., 19 WEST.—Two rooms, bath, exceptional neighborhood, $48 monthly; entire top floor, $35; can use for business. Gilman.

To sublet, beautiful 7 rooms and large foyer; corner apartment; 3 baths; all outside rooms. 601 West 115th St., corner Broadway. Phone Murray Hill 3794.

709 West 170th St.—Four rooms, bath and all improvements; $32. Select Tenants Only. Agent on Premises.

8 ROOMS, CORNER, $70.
400 West 153d. (St. Nicholas Av.) W. D. Morgan, Agent, 3,573 Broadway, (147th.)

234-238 West 21st St.—4, 5, and 6 rooms, elevator; all improvements, at $510 to $720 per year. Apply to Superintendent.

Chestershire, 570 W. 182d.—One and one-half blocks 181st St. subway, doctor's apartment, 7 rooms and bath; $55 per month.

203 WEST 94TH ST.
Five and six rooms, elevator apartments; $50 and $65; reference required.

Riverside Drive, 214, corner 94th—Sublet 7 rooms; one year lease.

94th, 52-54 West, near Park.—8-room modern apartments; reasonable rent.

107th, 60 WEST.—Four-room high-class elevator housekeeping apartment, $50-$55.

To Let—Three rooms with kitchenette and bath; 160 Claremont Av., 4L; rent $40.

94th, 52-54 West, near Park.—8-room modern apartments; reasonable rent.

Broadway, 3,604, near 148th.—6 large, light rooms, $48; 7 rooms, $50.

Bronx.

5-6-7 rooms, upt-o-date elevator Apartment; fine location; rents reasonable. MOBUS, 1,966 Valentine Av.

TO LET FOR BUSINESS
Thirty-five cents an agate line.

125 Feet East of 5th Av. and South of 42d St.
Well-located 25-foot BUILDING FOR LEASE.
Will improve for reputable tenant.
HORACE S. ELY & CO.,
489 5th Av. Tel. Murray Hill 6020.

OFFICES and LOFTS, large or small, to sublet at saving in rental. All parts of city; long or short periods; furnished or unfurnished. We save you both time and money in locating just what you want. THE SUBLEASING CO., 1,476 Broadway, (cor. 42d.) Bryant 5786.

STORE AND PARLOR FLOOR.
Communicating stairway, 18x35, suitable for retail or wholesale; also top floor as workroom or stockroom; gas, electricity, steam heat, hot and cold water; six years; will rent part; brokers protected. Grax, 28 East 33d St.

Corner loft, 100x100, with sprinklers; suitable for heavy and light manufacturing. 102 West 101st St., corner Columbus Av. Apply H. Markowitz, 99 Madison Av. Phone Madison 6890. Full commission to brokers.

STORE,
Basement and sub-basement.
506 Broadway.
22,000 square feet.
E. S. WILLARD & CO., 52 WILLIAM ST.

16th St. and 4th Av.—Northeast corner, large corner store; also adjoining stores on avenue and street; also large parlor stores. Korn, 31 Nassau St., 1 to 4 P. M.

LARGE DOUBLE STORE,
2,072 8th Av., (112th.) suitable for bakery, drygoods, or any other business; rent reasonable; will divide premises.

Small private office, including stenographer's office service, with drafting room suitable for architect or similar occupation. Write C 69 Times, or telephone Madison Square 5528.

DESIRABLE OFFICES, $25 UP.
UNION BLDG., 33 UNION SQUARE WEST.
MODERN BUILDING; GOOD SERVICE.

THE WEATHER.

WASHINGTON, Aug. 30.—The tropical disturbance first reported Tuesday morning has evidently passed northwestward between Jamaica and Haiti. Evidence of its intensity is yet lacking. In the United States fair weather has prevailed except over Florida and in the Middle Rocky Mountains and plateau regions, where there have been showers and thunderstorms.

Moderate temperatures continue in northern and eastern districts. A shallow disturbance now central over North Dakota will probably cause showers in the upper lake region Thursday night or Friday; elsewhere, except in Florida and along the Gulf Coast, the weather will be fair, with unimportant changes in temperature.

Winds for Thursday and Friday along the North Atlantic Coast will be light west, fair weather; Middle Atlantic Coast, moderate west to southwest, fair; South Atlantic Coast, light and variable, mostly northeast, and fair.

FORECASTS—TODAY AND FRIDAY.

Eastern New York, New Jersey, and Eastern Pennsylvania—Generally fair Thursday and Friday, not much change in temperature.

New England—Fair Thursday and Friday.

Western New York—Fair Thursday. Friday, increasing cloudiness, not much change in temperature.

The temperature record for the twenty-four hours ended at 11 P. M., taken from the thermometer at the local office of the United States Weather Bureau, is as follows:

1915.	1916.		1915.	1916.
3 A. M.	58	62	4 P. M.	69	78
6 A. M.	60	61	6 P. M.	69	63
9 A. M.	67	67	7 P. M.	68	68
12 M.	65	74	11 P. M.	66	68

This thermometer is 414 feet above the street level. The average temperature yesterday was 70; for the corresponding date last year it was 66; average on the corresponding date for the last thirty-three years, 70.

The temperature at 8 A. M. yesterday was 64; at 8 P. M. it was 69. Maximum temperature, 78 degrees at 2:30 P. M.; minimum, 61 degrees at 5:45 A. M. Humidity, 71 per cent. at 8 A. M.; 81 per cent. at 8 P. M.

The barometer at 8 A. M. yesterday registered 30.15 inches; at 8 P. M. it stood at 30.09 inches.

FIRE RECORD.

A.M.	Loss.
4:50—139 Front St.; N. I. Horwitz	Slight
5:15—2,369 2 Av.; H. Sussman	Slight
8:35—569 W. 176 St.; Nathan Kantor,	Not given
9:00—418 W. 35 St.; Bacola Alarmo	Slight
2:35—919 Tiffany St.; — Werman	Slight
11:15—790 Greenwich St.; California Essence Works	Slight
P.M.	
12:20—180 E. Houston St.; Philip Chenock	Slight
12:45—456 Manhattan Av.; Mrs. — Fester,	Slight
1:45—Morris Av. & Belmont St; not given,	None
2:10—107 E. 31 St.; Kate Bonnell	Slight
2:40—194 Wooster St.; Margal & Co.	Slight
3:45—Queensboro Bridge, (wagon,) John Cloby	$100
4:10—1,753 B'way; Howard Rim Co.	$50
4:25—645 W. 142 St.; Boyd O. Berry	$1,000
5:45—Pier 38 N. R.; American Lenten Co.	$1,000
7:10—1'4 Walker St.; not given	Slight
7:10—1,750 Bathgate Av.; Samuel Burger,	Slight
7:45—160 E. 3 St.; Frank Zuck	Slight
7:50—1,058 So. B'vard; John Cochran	Slight
8:40—264½ Stanton St.; David Gorman	Slight
8:50—1 Av. & 127 St.; Ingraham estate	Slight
9:55—356 E. 114 St.; Joseph Carrow	Slight

ESTATES APPRAISED.

LEDERER, LOUIS, (Dec. 6, 1914;) total assets $6,550, net estate $5,768; Mrs. Marie Louise Lederer, (widow,) was the beneficiary. Total assets, $163,015.

HASBROUCK, MELINDA, (Oct. 25, 1912;) net estate $138,954. There were twenty-six beneficiaries named in the will. The largest bequests were: Sophie Boucher, (niece,) $22,-814; Nancy Coughtry, (niece,) and Charles Boucher, (nephew,) $22,264 each; Sophie Boucher, (sister,) $10,601; Frederick Coughtry, nephew, $8,905; Stonywold Sanitarium, $8,905. Assets: Equity in 237 Central Park West valued at $37,500; camp at Raquette Lake, Hamilton County, N. Y., $5,500, and realty at Utica, N. Y., $1,865; bank, $5,08; mortgages, $1,148; personalty at Raquette Lake, $1,049; realty and personalty at Syracuse other personalty, $4,342; stocks and bonds, $19,561, and one-half interest in John L. Hasbrouck & Sons, wholesale dealer in wines, $104,468.

GEHBEN, ERNST J., (Jan. 4;) total assets $272,807, net estate $261,337; Ernst J. Gehben, Gisela Gehben, and Emma Gehben, son and daughters, each received $85,112; August E. Gehben, (nephew,) $1,000, and four friends were each given $1,000. Assets: Bank, $5,182, and mortgages, $267,624.

WASSON, MARY E., (Jan. 21, 1915;) total assets, $14,031; net estate, $10,485; George M. Wood, William Wasson, (nephews,) each received $3,495, and remainder to five grandnephews and grandnieces. Assets: Equity in 604 W. 147 St. valued at $965; bank, $153; received from estate of Mary L. Wasson $7,853; personalty, $597; stocks and bonds, $4,441.

NORDLINGER, Mrs. MINA, (Feb. 3,) Total assets, $141,534; net estate, $129,382; Nanette Nordlinger, (sister,) received $2,000; Amy Nordlinger, (granddaughter,) $17,103; Augusta Steckler, (daughter,) $24,513; Anna Wimpfheimer, (daughter,) $24,513; Abraham E. Nordlinger, (son,) $24,709; David Nordlinger, (grandson,) $12,165, and Judge Julius Nordlinger, (son,) $24,327. The assets were: An undivided seven months' interest ($23,333) in 782 2 Av.; bank, $7,416; mortgages, $35,255; personalty, $742, and stocks and bonds, $54,796.

O'BRIEN, ELIZABETH, (March 17,) Total assets: Bank, $31,644; net estate, $30,327. With the exception of $1,500 which was given to two cousins and $7,000 to friends the estate went to Catholic institutions, churches, and to priests for masses.

BURR, MELANCTHON JR., (Aug. 21, 1915.) Total assets, $119,783; net estate, $112,324; Julia D. Burr (widow) was provided with an annuity of $3,000 a year and given personalty valued at $3,338 outright, and the rest of the estate goes to Van Rensselaer Burr, (son.) Assets: Two-thirds interest in 291-293 Grand St., $16,000; two-ninths interest in the equity in 25 Howe St., $2,470; two-thirds interest in 295 Grand St., $19,000; bank, $2,053; personalty, $5,710; stocks and bonds, $58,490; interest in the brokerage firm of M. Burr, Jr., & Co., $16,058.

Apartments Wanted

Thirty-five cents an agate line.

Furnished.

Clients wanting handsomely furnished apartments, choice localities, long or short leases. Clark Realty Co., 30 East 42d. Telephone Vanderbilt 1450.

Man and wife desire furnished or unfurnished housekeeping apartment, 3 or 4 rooms, until Spring; downtown preferred. J 38 Times.

Three gentlemen, small apartment, bath electricity, not over $10 weekly. J 35 Times.

Wanted—Small furnished apartment with kitchen, between 30th and 96th Sts. Write Fl. C., 812 Times.

For furnished apartments, all sizes, write J 115 Times.

Unfurnished.

Four housekeeping rooms, below 59th, between 6th and 3d Avs.; not over $35; two adults; responsible. J 46 Times.

Rooms Wanted

Thirty cents an agate line.

Furnished.

Two Christian teachers desire furnished connecting rooms, hot, cold water; house with elevator and restaurant preferred; October, June; references exchanged. Box 458, Stamford, Conn.

Young, single man wants nicely furnished room; good board; private family; near West 104th St. J 39 Times.

Gentleman wants one, two rooms; furnished, unfurnished; with French family. J 69 Times.

Board Wanted

Thirty cents an agate line.

BOARD wanted for elderly lady; nurse's home preferred; near New York. Address Apt. 16, 541 West 123d St.

Houses to Let

Thirty-five cents an agate line.

City—Unfurnished.

162d, 550 West, (near Broadway.)—10 rooms, 2 baths; very attractive house. W. D. Morgan, 3,573 Broadway. (147th.)

Out of Town.

Orange County, N. Y., Farm and House. Newly built; 5 rooms, unfurnished, all improvements; steam heat; situated near lake; beautiful views; 40 acres, including chicken, ice house, fruit trees, &c.; water supply; big crops and ready market if properly worked; rent $35 monthly; must have some means and references. Apply Room 1,608, 120 West 32d St., New York.

THE NEW YORK HARBOR LINE BOARD will hold a public hearing in Room 328, Custom House, New York City, at 11 A. M., Tuesday, Sept. 5, 1916, to consider the subject of anchorages in the Port of New York for vessels loaded with explosives. All interested parties are invited to attend.

A general discussion of the entire subject is desired and particular information on the following points: What changes, if any, should be made in the limits of the present approved anchorage areas; the minimum quantity of explosives of various kinds which would be sufficient to meet the needs supplied from the three present anchorages; the maximum quantity of explosives that should be allowed in each vessel and minimum distance apart at which such vessels should be moored; the limitations, if any, that should be placed upon the age of explosives which may be stored in any of the three anchorages.

POLICE AND FIRE NEWS.

Police Department.

Transfers and assignments, to take effect 8 A. M., Sept. 1: Lt. J. McCormick, 153, to 152. Patrol, from 26 to 35: J. L. Sayer, W. G. L. Blake, J. J. Mulligan, J. M. Broderick, G. Kinkel, E. H. Stoll, F. Sass.

Temporary assignments: Patrol. E. Willowe, 6, to 99, 10 days, 8 A. M., Aug. 26; G. H. Griffin, 161, to B. B. H. Squad, duty in office of Borough Insp., Brooklyn and Queens, 8 A. M., Aug. 30, during absence of patrolmen on vacation; C. V. Stevens, 172, to B. B. H. Squad, duty as motor cycle messenger in 16th I. D., 4 P. M., Aug. 29, during absence of patrolman on sick report; D. J. Murphy, 274, to 276, as operator of motor patrol wagon, 4 days, 8 A. M., Aug. 29.

Leaves of absence, without pay: Patrol. T. F. Walsh, 18, 2 days, 8 A. M., Sept. 3; J. H. Dent, 23, 1 day, 8 A. M., Sept. 3; F. Dolan, 26, 2 days, 8 A. M., Sept. 5.

Sick leaves: Sergt. E. E. Keller, 2d I. D., 60 days, 8 A. M., Aug. 30; Patrol. J. E. Vesey, 154, 30 days, 8 A. M., Sept. 1.

Applications for full pay while on sick report approved: Act. Capt. E. L. Van Wagner, 9th Br. Det. Bur., 12:01 A. M., Aug. 30, during disability; Patrol. D. J. Treacy, 65, 11:30 A. M., Aug. 25, during disability; J. F. McDonald, 275, 12:35 P. M., Aug. 18, to 12 P. M., Aug. 21; Act. Det. Sergt., 2d gr., T. J. Carroll, D. B., 9:45 A. M., Aug. 22, during disability.

Suspended from duty without pay: Patrol. D. J. McNichols, 42, to take effect 4:10 P. M., Aug. 29.

Revocation: So much of Par. 4, S. O. 195, c. s., as temp. assigns Patrol. J. J. Boylan, 18, to 99 for 10 days.

Fire Department.

Special order 156, issued under date of yesterday, gives in detail the dates on which the chief and acting chief officers in Manhattan, Bronx, Richmond, Brooklyn, and Queens Boroughs will apply for regular leaves of absence during September. Dates of short leaves are indicated also.

Directions for the duties of specified officers during the coming month are given as follows:

Chief of Batt. J. J. Gaw will do duty as shown: With 1st Batt., Sept. 6, 11, 16, 21, and 26; with 2d Batt., Sept. 4, 9, 14, 19, 24, and 29; with 3d Batt., Sept. 3, 8, 13, 18, 23, and 28, and with 4th Batt., Sept. 2, 7, 12, 17, 22, and 27. He will apply for regular leaves on Sept. 5, 10, 15, 20, 25, and 30, and for short leaves on Sept. 4, 14, and 24.

Chief of Batt. T. F. Dougherty will command the 5th Div., 30 days, 8 A. M., Sept. 1.

Chief of Batt. J. C. Brogan will command the 6th Div., 30 days, 8 A. M., Sept. 1.

Capt. E. A. A. Quinn, Eng. 14, will command the 6th Batt., 30 days, 8 A. M., Sept. 1.

Capt. M. F. Ruddy, Eng. 22, will command the 10th Batt., 30 days, 8 A. M., Sept. 1.

Capt. E. J. Weissman, Eng. 94, will command the 20th Batt., 30 days, 8 A. M., Sept. 1.

Capt. F. J. Tissler, H. & L. 79, will command the 22d Batt., 30 days, 8 A. M., Sept. 1.

Reports of inspections as to requirements of Inspection Form No. 1, and also the number of unusual or dangerous conditions found to exist, will be forwarded by company officers; reports will be considered by Chiefs of Battalion and forwarded Sept. 5. They will cover 31 days, ending 8 A. M., Sept. 1.

These members of the department having been tried for violation of rules and regulations, the following decisions are rendered: Fire., 2d grade, Jas. Dolan, Eng. 205, engaging in an altercation, charge dismissed; failed to report altercation, sentence suspended; making false statement, sentence suspended.

Fire., 1st grade, J. J. Kenney, No. 1, H. & L. 133, violation of Sec. 103, guilty, reprimanded.

Fire., 1st grade, Fred. Hoffmann, H. & L. 143 reckless driving, charge dismissed.

Fire., 3d grade, J. G. Hutzelman, Eng. 213, is fined $5 for loss of coat badge No. 2417.

This member of the department having been tried for violation of rules and regulations, the following decision is rendered: Fire., 3d grade, E. D. Slevin, H. & L. 9, absence without leave, guilty, sentence suspended under Special Order 46.

Lt. F. J. Wolf of Hose 5, having performed duty continuously for more than 20 years in his own application, retired on an annual pension of $1,050, payable monthly, to take effect 8 A. M., Sept. 1.

Special leave of absence, without pay, two days, 8 A. M., Aug. 29, is granted Stoker Daniel Boyle, Eng. 86.

Special leave of absence is granted to Fire., 2d grade, J. A. Kelling, Jr., H. & L. 43, 24 hours, 8 A. M., Aug. 31.

THE UNITED SERVICE.

The Army.

WASHINGTON, Aug. 30.—Resignations accepted: Capts. F. T. Mudge, 1st Batt., F. A., Ohio N. G.; G. W. Speerry, recruiting officer, Idaho N. G., and W. M. Wilson, Jr., 10th F. A., Conn. N. G.; 2d Lts. L. Foster, Inf., 1st N. G., and L. I. Vrooman, 1st Cav., Ill. N. G.

1st Lt. J. R. McGinness, Inf., is relieved from duty with organized militia, effective Sept. 1.

1st Lt. D. P. Trepagnier, M. R. C., from duty in Southern Dept., about Sept. 1; then home and report by telegraph to Adjutant General of Army. He is relieved from active duty in M. R. C., on arrival home.

Capts. G. S. Gillis and C. E. Swarts, Sig. Corps, retained in Sig. Corps from July 1 as Captains, are relieved from further detail in Sig. Corps, effective Aug. 29, and detailed in Sig. Corps, effective Aug. 30.

Lt. Col. E. A. Kreger, Prof. of Law, U. S. Military Acad., is relieved from temp. duty in office of the Judge Advocate General of Army, and will return to his station.

Maj. H. E. Ely, 7th Inf., is detailed as a member, and 1st Lt. O. E. Clark, 7th Inf., is detailed as Recorder of the Army Retiring Board appointed to meet at Ft. Bliss, Tex., in orders of April 21, 1916, vice Col. T. W. Moore, retired, and Capt. G. E. Bucker, 11th Inf., relieved.

Capt. A. J. Doherty, 24th Inf., to Ft. Bliss, Tex., and report to Col. F. B. Jones, 7th Inf., President of an Army Retiring Board at that place, for examination. Upon completion of his examination he will return to place of receipt by him of this order.

Capt. M. Craig, 1st Cav., and Capt. C. A. Trott, 24th Inf., are detailed as instructors at the Army Service Schools, Ft. Leavenworth, and will proceed to that post on Oct. 16 for duty.

1st Lt. S. Smith, U. S. A., retired, is assigned to active duty as an acting quartermaster. He will proceed to Ft. Sam Houston, Tex., for station and duty.

Capt. L. Mould, retired, is relieved from duty at the Missouri Military Acad., Mexico, Mo., and will proceed home.

Maj. N. Gapen, M. C., to Mount Gretna, Penn. at once, and report for duty, to relieve Lt. Col. C. E. Koerper, M. C., Penn. N. G., who will join the 7th Div. at El Paso, Tex.

1st Lt. F. M. Miller, 19th Inf., is detailed as Prof. of Military Science and Tactics at the North Georgia Agric. College, Dahlonga, Ga.

Maj. W. D. Connor, Gen. Staff, is relieved from detail as a member of the Gen. Staff Corps, effective Sept. 24. He will proceed to San Francisco and sail about No. 5 for Philippines for duty.

Leaves: 1st Lt. J. R. McGinness, Inf., 2 months, and 2d Lt. C. S. Erswell, C. A. C., Maine N. G., 15 days.

The Navy.

Commanders F. H. Clark, from command of the Baltimore to Navy Dept., Washington, D. C., and A. W. Marshall, from command of the Machias, to command the Baltimore.

Lt. Cmdr. A. Jautz, the Pittsburgh, to command the Machias.

Lts., S. H. Lawton, the San Diego, to the Cleveland as executive officer; J. A. Monroe, Mare Island Yard, to the San Diego as navigator, and E. S. Root, the Cleveland, when placed in ordinary, home and wait orders.

Ens., N. M. Pigman, the Marietta, to the Constellation; R. De S. Horn, the Constellation, to the Marietta; A. Addoms, the Machias, to receiving ship at Norfolk, Va., and S. P. Matteson, receiving ship at Norfolk, to the Machias.

P. A. Surg. G. W. Shepard, the Glacier, home and wait orders.

Paymasters G. R. Venable, the New York, Sept. 30, to New York Yard, 6 yr. 1, as assistant to officer in charge of the provisions and clothing depot; C. G. Mayo, the Wyoming, Sept. 30, home and wait orders; W. D. Sharp, to New York Yard, Sept. 5, as assistant to supply officer; H. W. Browning, New York Yard, Sept. 15, to the Wyoming, and G. C. Schafer, New York Yard, Sept. 25, to the New York, Sept. 30.

Asst. Civ. Eng. J. N. Laycock, commissioned.

Chief Carps. J. F. Gallalee, to Norfolk Yard, Sept. 18, and J. T. S. Miller, Norfolk Yard, to Asiatic Station, via November transport.

Movements of Naval Vessels.

ARRIVED.—Culgoa, at Tompkinsville; Dolphin, at Winthrop; Dorothea, at Sault Ste. Marie; Flusser, at New York Yard; Hancock, at Vera Cruz; Alabama, Illinois, Kearsage, Kentucky, Louisiana, Maine, New Jersey, Rhode Island, and the Virginia, at Tangier Sound; Iroquois, at San Diego, and the Solace, at Fort-au-Prince.

SAILED.—Aileen, Providence for week-end cruise; Caesar, Barcelona for Newport, via Funchal; Celtic, Fort-au-Prince for Aux Cayes; G-3, New London for New York; Hercules, Norfolk for Tangier Sound; Nashville, Tampico for Lobos Island; Neptune, Vera Cruz for Lobos Island; Prairie, Cape Haitien for Santiago de Cuba, via Guantanamo, and the Wheeling, Frontera for Progreso.

NOTE.—Mail for the Montana should be sent to Piney Point, Md., until further notice.

THE CIVIL SERVICE.

City.

The commission has decided to permit all third-grade clerks and all third-grade stenographers to take the examination for promotion to fourth-grade clerk, office of the Mayor.

The Police Commissioner in his budget asks for 150 more patrolmen and also for fifty Car Dept., 1700 Broadway. additional Sergeants. He further asks that the salaries of the $1,400 appointees be increased to $1,450. While he cannot look beyond 1917 in his budget, it is known that he desires to have the salaries increased to $1,600 in $50 steps. Many other changes are announced in the figures now before the Board of Estimate.

In the Police Department plans are under way to change the system of pension payments from cash to check.

United States.

The commission announces an open competitive examination for mechanical draftsman. Ordinance Department at Large for men only. From the register of eligibles resulting from this examination certification will be made to fill two vacancies in the position of skilled draftsman, experienced in the designing of telescopic instruments, at $1,320 a year, in the Frankford Arsenal, War Department, Philadelphia, Penn., and vacancies as they may occur in positions requiring similar qualifications, unless it be found to be in the interest of the service to fill any vacancy by reinstatement, transfer, or promotion. For further particulars address the commission at Washington, D. C.

John A. McIlhenny, President of the United States Civil Service Commission, has issued the following:

"Greatly increased demands for male stenographers and typewriters in the United States Government service at Washington, D. C., require frequent examinations. Appointments in considerable numbers are to be made as soon as eligibles are available.

"For the present, examinations for the Departmental Service, for men only, will be held monthly, except in December, in 69 of the principal cities of the United States, of which notice may be filed with the commission at Washington, D. C., at any time.

"Young men who are willing to accept appointment at an entrance salary of $840 per annum are invited to apply. Advancement of capable appointees is reasonably rapid, occasionally appointment is made at $1,200 per annum. For such salary only those who attain a rating of at least 85 per cent. in the subject of stenography and who have had at least two years' practical office experience will be certified."

EDUCATION NOTES.

President Wilcox of the Board of Education has issued a statement fixing Sept. 11 as the date on which public school teachers must report for duty and Sept. 6 as the time when Principals and clerks must report.

The date for reopening the schools has not yet been decided upon. The registration days have been tentatively set for Wednesday, Thursday, and Friday of the week preceding Sept. 25.

The extension rooms for industrial workers, established by the Department of Education last January and conducted under the supervision of the Manhattan Trade School for Girls, have been of so much value that plans are being made to co-operate next year with as many elementary schools as possible. About 600 girls have attended these classes since they were established, the attendance averaging about sixty girls a day. Each girl is rated in her grasp of directions, her way of handling her work, her accuracy, speed, neatness, and persistence.

AUTOMOBILE EXCHANGE

Thirty-five cents an agate line.

Buick Touring Car.—$550 cash will buy almost new six cylinder, five passenger; perfect condition. 1,849 Broadway.

Cadillac, "8," 7-passenger touring, run less than 5,000 miles, has special leather top; price $1,150 cash. Owner, 2 Grace Ct., corner Hicks; near Borough Hall subway station, Brooklyn.

Cadillac Touring, 1914.—$650 cash will buy; electric lights and starter; demountable rims; looks and runs like new. 1,849 Broadway.

Cadillac "14," $675, like new, every equipment, used privately; cost over $2,200; can be seen by appointment. 1,041 East 7th St., Flatbush. Telephone Midwood 4025.

CADILLAC 1916 touring, almost new; must sacrifice. Olympic Garage, 127th, off Broadway.

Fine used cars taken in trade for Appersons; prices very reasonable. Dimond-Apperson Motor Co., 48th St. and Broadway.

Ford Touring, 1916, for sale; practically brand new; no reasonable offer refused. 1,849 Broadway.

Hudson Touring.—Will take $400 for my five-passenger car; electric lights and starter; demountable rims. 1,849 Broadway.

LOZIER.—Practically new; small six, five passenger; excellent condition; modernly equipped; electric starter, lights; $750. 82 Crescent St., entrance Queensboro Bridge, Long Island City.

Marmon 1915 five-passenger touring car; newly painted; excellent condition. Marmon N. Y. Co., 42 & 44 West 62d St.

Marmon 1914 seven-passenger touring car; like new. Marmon N. Y. Co., 42 & 44 West 62d St.

Mercer racebout, Model 35 J; complete with electric lights; 6 wire wheels; special shroud; exhaust pipe on side. 'Phone Cortland 418.

Mercer Runabout, 1915 model; A1 condition. Marmon N. Y. Co., 42 & 44 West 62d St.

NATIONAL SPEEDWAY CHAMPION Roadster; smart appearance; fast; 14-15 V model; Gray-Davis electric self-starter; sacrifice for cash. Owner, 305 West 79th, near Riverside.

National 1916 seven-passenger touring car; like new. Marmon N. Y. Co., 42 & 44 West 62d St.

OLDSMOBILE 1916; five passenger; run 5,000 miles. Harlem 4754, Apt. 24.

Overland, absolutely new, touring, sacrifice price.

Hupmobile Laudaudet, wonderful condition, $900.

Stearns-Knight Light Four 1916 Touring Car; excellent condition; a bargain.

Pierce-Arrow 6-48 five-passenger touring, $550.

Bodies—Will sacrifice all closed bodies on hand irrespective of price. CHAS. E. RIESS & CO., 1,741 Broadway, New York.

Overland 1916, six-cylinder touring car, seating seven; used; demonstrating condition perfect; bargain. Willys-Knight Inc., Used Car Dept., 1700 Broadway.

Packard 1914, 6-48, 7-passenger touring; run less than 6,000 miles; appearance and mechanical condition like a new car; has one-man top; price $1,350. Can be seen at 159 Clymer St., near Williamsburg Bridge, Brooklyn.

PACKARD twin six runabout; mileage, 3,000. McCracken, Circle Building. Telephone 4120 Columbus.

Palmer & Singer Touring Car, (beautiful.)—$300 will buy; looks and runs like new. 1,849 Broadway.

PEERLESS TOWN CAR.

Beautiful landaulet; Gray-Davis electric equipment; finest blue broadcloth; cost $6,100; reasonable offer acceptable. Owner, 303 West 79th St., garage.

PIERCE-ARROW, latest model, series 4, 48 H. P., fully equipped, has six-passenger special Holbrook touring body; original cost $5,800; this car run eleven hundred miles, will sacrifice for $4,450; will demonstrate Thursday only. J. C. O'Rourke, Astor Hotel.

Simplex Touring Car.—Must dispose of at once beautiful 1912; 38 H. P.; shaft drive; Lee punctureless tires; a real tea set; searchlight cost $1,000; sold with new car guarantee. Stearns-Knight Used Car Department, J. Driscoll, Manager, 417 West 55th St. Telephone Columbus 7600.

Studebaker.—Seven passenger, six cylinder; elegant condition; fine appearance; $450. 1,849 Broadway.

Stutz 1917 Bulldog Special; brand new. Stutz 1916 Bulldog for sale; reasonable. Chandler 1916 Coupe; magnificent car; reasonable.

Hudson 1915 "6-40" Limousine. Douglas C. Burrelle, 1,700 B'way.

Willys-Knight 1916 touring car, seating five; condition excellent; for sale; price attractive. Willys-Knight Inc., Used Car Dept., 1700 Broadway.

Winton, 1913.—Seven-passenger touring car; very fine condition throughout; fully equipped; guaranteed. The Winton Company, Broadway at 70th St.

WINTON Six, 7-passenger touring; looks and runs like new; luxuriously equipped, including starter, electric lights, slip covers; condition guaranteed; $550. 82 Crescent St., entrance Queensboro Bridge, Long Island City.

WINTON.—Owner offers handsome Winton Six, newly painted and overhauled; very classy; any demonstration; cost $3,250; sell $600 on monthly payments, or exchange for stylish roadster or diamonds. J 34 Times.

WINTON, 1914, $775.

Will sell high-class touring car; cost $3,258; left-hand drive. 161 Clymer St., near Williamsburg Bridge, Brooklyn.

1914 AUSTRIAN DAIMLER ROADSTER with disappearing seat; practically brand new; beautifully equipped; bargain. ROSKAM-SCOTT CO., 1,896 Broadway.

1913 Mercer raceabout, recently overhauled and in perfect condition; painted cream white, with gold stripe; must sell at once; very fast and snappy; price $1,100. Z 278 Times Annex.

1916 STUTZ, four passenger; special Bulldog; late model; bargain. ROSKAM-SCOTT CO., 1,896 Broadway.

Motor Trucks.

Used Trucks.—Various makes and capacities overhauled; easy terms. Harry Allen, 437 West 42d St.

TRUCK, brand new; also used one; big bargains. Twentieth Century Company, 1,694 Broadway.

Automobile Bodies.

BROOKS-OSTRUK CO., 250 West 54th St. Used touring and closed bodies. Circle 787.

Automobile Supplies.

TIMKEN—BEARINGS—HYATT. New Departure Service Sta. The Gwilliam Co. 253 W. 58th St., (at B'way.) Tel. 8356 Col.

Automobiles Wanted.

Automobiles wanted in exchange for one 36-foot cruiser, one 50-foot cruiser. What have you to offer? Stadelman, 1,763 Broadway.

We will pay cash for Model S Knox car if in good shape mechanically. Z 283 Times Annex.

Automobiles For Rent.

Chalmers.—Elegant 1916 seven-passenger, $2.50 hourly; careful chauffeur. Nolan, Bryant 3916.

Garford Truck for hire, 1½ ton, by day, week, or longer periods; reasonable terms. A. O'Brien, 101 Woodruff Av., Brooklyn.

Packard sixes and twin six touring, landaulet and limousine cars for hire by hour, day, week, or month at reasonable rates. J. Kramer Auto Renting, 1,834 Broadway Telephone Columbus 1478.

Packard six and twin sixes to hire, hour, day, week, trip; superior service; sensible rates. C. M. & G. V. Williamson, 204 West 48d St. Phones 4210-3530 Bryant.

Packards, day; special monthly attention; references. Garnier, 218 West 65th. Columbus 12086.

PACKARDS, $2.50 hour; track, roadhouses, $10; other trips reasonable. 1290 Circle.

PACKARD FOR HIRE.—Touring car, with chauffeur, $2.50 hour. Tel. 886 Madison.

Packard, $2.50 hour; track, road houses, $10; Long Beach, $18. 1290 Circle.

Automobile Instruction.

BEDFORD Y. M. C. A. AUTO SCHOOL, 1,123 BEDFORD AV., BROOKLYN. Classes for salesmen, owners and chauffeurs. Booklet and pass for trial lesson free.

STEWART AUTOMOBILE SCHOOL, 225 W. 57th St. Booklet explains WHY our course is BEST. Inspect our plant and be convinced. Ladies' Classes.

Auto School. Largest and best school in the WEST SIDE U. S. Send for booklet and pass to school. Telephone Columbus 317 W. 57th St. 7920. Spec. classes for ladies.

For Sale, Miscellaneous

Forty-five cents an agate line.

CHOICE ANTIQUES.—Block front secretary and bureau; pair mahogany claw-foot dining tables; Repplewhite sideboard; claw and ball foot desk; pine kitchen tea set; set mantel tiles 1754; colored glass. Many choice pieces in all lines. Send for list and photos. Mrs. Charlotte E. Page, 86 Atwater Ter., Springfield, Mass.

Curtiss aeroplane, 80 horse power; first class; $2,000. Luckey, 508 West 178th St.

Furniture.

Big Bargains.—Slightly used desks, chairs, office furniture, filing cabinets, safes, typewriters, all makes adding machines, multigraphs, mimeographs, rugs; everything for the office; bought, sold, exchanged. Nathan's, 102 Worth St.

Complete high-class furnishings for 6-room apartment; solid mahogany, bird's-eye maple, brass beds, etc.; no dealers. Call Room 603, 45 West 34th St.

Typewriters.

TYPEWRITERS RENTED.
Non-Visible, 4 months, $5. Visibles, 3 months, $7. Initial payment applies if purchased.
AMERICAN WRITING MACHINE CO., INC.
845 Broadway, at Leonard St. } TEL.
956 Broadway, at 23d St. } 5406
149 W. 42d St., at Times Square } FRANKLIN
50 Nassau St., at Maiden Lane } 5406
10 Barclay St. Telephone 6338 Cortlandt.

HELP WANTED, FEMALE

Twenty-five cents an agate line.

BONWIT TELLER & CO.,
5th Av. and 38th St.,

require the services of

EXPERIENCED SALESWOMEN

for their Tailored Hat Dept.

Only those accustomed to the highest class of patronage need apply.

Employment Department,
Employees' Entrance,
6 E. 38th St.

BOOKKEEPER wanted by a wholesale hosiery house; must be reliable and experienced in ledger posting, not afraid of hard work, good handwriting, and references essential. Address, with full particulars, stating salary expected, B 315 Times Downtown.

BOOKKEEPER and STENOGRAPHER.—Must be experienced. Rosenbaum & Co., 92 5th Av.

CANVASSERS.—Experienced women; house-to-house canvassers; steady employment; $2 per day and carfare; a large firm, national reputation. Z 270 Times Annex.

COOK.—Experienced; also second girl; private family; good wages. Call today, between 10 and 4, 120 East 24th St., McClure.

FORELADY TO TAKE FULL CHARGE OF FACTORY OF LADIES' SILK DRESSES; ONLY THOSE WHO HAVE SUCCESSFULLY HELD SUCH POSITIONS NEED APPLY; EXCEPTIONAL OPPORTUNITY FOR LADY OF ABILITY. BROADWAY DRESS HOUSE, 1,102 B'WAY, BROOKLYN.

GIMBEL BROTHERS,
NEW YORK.

Require the services of
EXPERIENCED TUBE ROOM CASHIERS.
Permanent positions and good salaries.
Apply Employment Office, Fifth Floor, 32d Street Side.

GIRL, bright, wanted for clerical work in publisher's office; state age, salary, and experience. D 205 Times Annex.

GRADUATE NURSE for private sanitarium in Brooklyn, near the water; delightful home; $25 a month; telephone 149 Bath Beach or call at sanitarium, Cropsey and 23d Avs, Bensonhurst, Brooklyn.

LORD & TAYLOR

REQUIRE THE SERVICES OF

SALESWOMEN

IN THEIR

CLOAK AND SUIT DEPARTMENT.

ONLY THOSE THOROUGHLY EXPERIENCED NEED APPLY, 9 TO 11 A. M.

SUPERINTENDENT'S OFFICE,

SEVENTH FLOOR.

MILLINERY. — COMPETENT TRIMMER, ACCUSTOMED TO HIGH CLASS PATRONAGE. APPLY AT ONCE, J. M. GIDDING, 564 5TH AV.

NURSE.—Attendant; not over 40; elderly invalid lady; invalids' cooking; wheel chair; $40. 156 Broadway, 10 A. M. Pitske.

PANTRY WOMAN.—High-class servant; German preferred; apartment house dining room; upper west side; interview Labor Day. Write full particulars, E. Z., 442 Columbus Av.

SAMPLE FLOWER MAKER, experienced. Apply M. Sylvester, 186 Wooster St.

SECRETARY.—A well educated woman, excellent grammarian, good speller, efficient worker, as secretary to magazine editor; $12 to start with. Z 287 Times Annex.

STENOGRAPHER in law office; one who can operate switchboard; state experience; salary $16. B 312 Times Downtown.

STENOGRAPHER wanted, first class, to do secretarial work on farm near Warrenton, Va.; must be accurate and have some knowledge of accounts; best references required. Address, giving terms and references, K 563 Times, 2 Rector St.

STENOGRAPHER and TYPIST, with knowledge of double entry bookkeeping; steady position; excellent opportunity; salary to start, $12. Fusey Press, 136 West 42d. Bryant 7417.

STENOGRAPHER.—One with experience in advertising office preferred; good education essential; unusual opportunity right party. W. E., 67 Times.

STENOGRAPHER. — Experienced stenographer with a good knowledge of English wanted by large corporation. A. M., Box 70, Station D.

STENOGRAPHER AND BOOKKEEPER.—Competent for business house; state experience and salary by mail. C., 947 2d Av.

TYPIST.—Young lady by Christian firm; no stenographer; $7 to start. Room 32, 97 Warren.

YOUNG LADY in bookkeeping department of an old-established house; a young lady 18 to 20 years of age, neat and accurate at figures, to do posting; prefer a high school scholar; experience desirable, although not absolutely necessary; position permanent; hours 8:30 to 5:30; location downtown, west side; salary $8 per week to start. B 314 Times Downtown.

YOUNG LADY wanted as operator on Hoiferth puncher and telephone switchboard in office of prominent fire insurance company; apply in own handwriting, stating age, experience, and salary expected. B 311 Times Downtown.

Employment Agencies.

Fifty cents an agate line.

BILL CLERK—Good at figures, operate Underwood or Oliver, $10.

TELEPHONE OPERATOR AND TYPIST—Must be thoroughly experienced, both branches of work, $12.

STENOGRAPHER AND BOOKKEEPER—Good opportunity, $18.

STENOGRAPHER—Must have experience in steel or iron line, $18.

LAW STENOGRAPHER—Thoroughly experienced, $18.

BOOKKEEPER — Thoroughly experienced, double entry, $15.

STENOGRAPHER — Jersey City position, $12-$15.

TYPIST—No stenography, must be accurate, $12.

Call between 9 and 1.
NATIONAL EMPLOYMENT EXCHANGE,
30 Church St., City.

EFFICIENT EMPLOYMENT EXCHANGE AGENCY, 10 East 43d, stenographers, bookkeepers, dictaphone operators, ledger clerk, typists, clerks. Miss Budenbender, Prop.

ENGLISH-SPANISH STENOGRAPHERS. — First class only; splendid opportunities for competents; good salaries. Write Cuban Employment Agency, Obrapia, 36-E Havana Cuba.

STENOGRAPHERS, typists, bookkeepers, office assistants, dictaphone operators; numerous vacancies; experienced and beginners. Doyle Agency, Tribune Building.

D. E. BOOKKEEPER, $15; asst. book., $10; stenographers, $12-$15; typist, $8-$10; dictaphone operators, $12-$15. Hazlett Mercantile Agency, 7 East 42d St.

STENOGRAPHERS, bookkeepers, office assistants of unquestionable character and ability supplied. Clark Agency, 5 Beekman St. Telephone Cortlandt 4249

PARALYSIS DEFERS COLLEGE OPENINGS

New York City's Institution and Cornell Postpone Their Sessions.

DOWLING TO SEEK $250,000

Acting Mayor Believes Care of Cripples Will Require Ten Times the Sum First Suggested.

Record of the Disease in the City.

Borough	Deaths Tues-day	Deaths Yes-terday	New Cases Tues-day	New Cases Yes-terday
Manhattan	10	7	30	37
Brooklyn	14	5	25	27
Bronx	2	3	6	11
Queens	4	7	12	13
Richmond	2	..	..	1
Totals	32	22	73	89

Total of deaths to date.....1,911
Total of cases to date.....7,986

The College of the City of New York and Cornell University in Ithaca have postponed their openings two weeks because of the epidemic of infantile paralysis. This is the revised schedule announced for the day sessions of City College:

College entrance and Townsend Harris Hall examinations, Sept. 20, 21, and 22; candidates from city high schools to report to Committee on Admissions Sept. 22; all other candidates to report Sept. 25. Registration at college and Townsend Harris Hall, Sept. 26; recitations to begin Sept. 28.

Registration for the evening session is to begin at 7:30 P. M. on Sept. 18, and recitations are to begin at the same hour on Sept. 28. Registration for extension courses for teachers will begin on Sept. 25, and the first lecture will be on Oct. 2.

Shift Doctors to Philadelphia.

The rise in the number of new cases yesterday was not considered a discouraging sign by officials of the Health Department, who said that, as the progress of the epidemic in the beginning was not continuous from day to day, so would the epidemic's abatement be irregular. Deputy Health Commissioner Billings was inclined to think that the hot weather of last week caused the advance in cases, and said that, if his theory were true, the present cool weather should result in a substantial drop next week.

Surgeon M. H. Foster of the United States Public Health Service, who has been stationed in the city under Senior Surgeon Banks, and who has had charge of issuing certificates to children leaving New York for interstate travel, was ordered by Surgeon General Blue yesterday to go to Philadelphia and establish a certificate service similar to that here. Twelve of the Public Service Surgeons now stationed in New York will be withdrawn and sent to Philadelphia to assist Dr. Foster.

This order from Washington was interpreted by the Public Service officials here to mean that Surgeon General Blue considered that the worst of the epidemic here had been passed, and that one of his chief duties now was to prevent a possible spread of the disease to the South and Southwest.

To Ask $250,000 for Cripples.

The house-to-house visiting committee, composed of nurses supplied by charitable organizations who have been canvassing dwellings in two congested districts, one in Manhattan and the other in the Bronx, yesterday reported to Dr. Marion B. McMillan, their Chairman, that they had found sanitary conditions better in their second week of visiting than in their first, but that in many tenement house apartments they had found conditions bad owing to insufficient water supply.

The nurses found and reported sixteen cases of suspected poliomyelitis, and also discovered a number of cases of other contagious diseases.

Acting Mayor Frank L. Dowling said yesterday that when the Board of Estimate met on Sept. 12 he intended to ask for an appropriation of $250,000 for the after-care of children crippled by infantile paralysis instead of for the $25,000 originally suggested, as most of the victims were poor children.

Dr. Thomas J. Riley, Chairman of the Committee on After-care, presided at a meeting of the committee yesterday afternoon at its offices, 289 Fourth Avenue, and estimated the probable cost of after-care at $192,000.

The Disease Near New York.

The New Jersey State Department of Health yesterday reported fifty-three new cases in the State, distributed as follows:

Newark, 17; Camden, 5; West Orange and Jersey City, 4 each; Long Branch and Penns Grove Township, 2 each; Atlantic City, Bennis Township, Wildwood, Bloomfield, East Orange, Nutley, Weehawken, Trenton, New Brunswick, Asbury Park, Avon, Belmar, Paterson, Rahway, Union Township, Tenafly, Long Branch, and Riverside, 1 each.

The isolation hospital at Woodmere, L. I., which caused a protest from citizens, will be abandoned. Another hospital will be built at Uniondale.

Five new cases of infantile paralysis were reported yesterday in Nassau County—three in Hicksville, one in Valley Stream, and one in High Hill Beach. Seven new cases were reported in Suffolk County, four in Setauket, and one each in Smithtown, Bay Shore, and Patchogue. Four new cases and two deaths were reported in Yonkers.

NEW CASES AND DEATHS.

Names and Addresses of the Latest Victims of Paralysis.

The following names and addresses of new cases of infantile paralysis and of deaths were made public yesterday by the Department of Health:

NEW CASES—MANHATTAN.

Joseph Camiar, 25 Avenue B.
John White, 439 West 13th St.
Edw. Hannon, 288 West Houston St.
F. Discarailli, 8 Van Dam St.
John Sullivan, 258 West 10th St.
Harry Morr, 389 1st Av.
E. Murphy, 318 East 44th St.
C. Georgan, 210 East 29th St.
M. Fegeas, 157 East 31st St.
Doria Godora, 410 East 11th St.
Margaret Murphy, 444 West 33d St.
H. De Gruske, 121 8th Av.
James Reynolds, 310 West 18th St.
Joseph Letban, 301 East 61st St.
George Hardy, 234 East 70th St.
S. Misadello, 215 East 60th St.
J. Callahan, 324 East 70th St.
Anna Wohl, 413 East 60th St.
J. Moore, 993 Park Av.
Raymond Rhinock, 611 West 158th St.
M. Butler, 234 West 63d St.
Frank Smythe, 82 Amsterdam Av.
J. Lenna, 362 West 33d St.
R. Mololoshok, 543 West 129th St.
Edw. Parks, 531 West 125th St.
A. Gillies, 531 West 125th St.
G. Pierce, 535 West 125th St.
Jack Gross, 325 East 120th St.
Charles Gerarinsco, 1877 3d Av.
D. Lubine, 88 East 114th St.
Sylvia Rose, 60 East 103d St.
Howard Schmidt, 1,764 1st Av.
John Romano, 302 East 111th St.
James Romano, 302 East 111th St.
Ida Dinowitz, 1,712 3d Av.
W. Havincht, 1,937 3d Av.
John Leiner, 1,567 Lexington Av.

DEATHS—MANHATTAN.

Hanna Frankel, 93 Lewis St.
Michael Fegas, 157 East 31st St.
Gorolysea Leone, 151 Cherry St.
George Byrd, 255 West 30th St.
Wella Kolofiki, 323 East 10th St.
Ester Ramos, 506 East 81st St.
Mera Zinfias, 265 Audubon Av.

NEW CASES—BRONX.

Richard Cahill, 128 Willis Av.
Robert Cohen, 977 Simpson St.
Alice Chambers, 674 Union Av.
Vincent Allo, 550 East 187th St.
Dorothy O'Donnell, 160 East 188th St.
James Peacock, 584 East 167th St.
Irving Morrin, 850 East 150th St.
Anna Ryan, 345 East 135th St.
Antonetta Bucchino, 651 Crescent Av.
Oscar Rose, 1,420 Stebbins Av.
Martha Meckfelgatt, 1,989 Bathgate Av.

DEATHS—BRONX.

Hyman Kalestey, 1,632 Washington Av.
Alice Chambers, 674 Union Av.
William Krieger, 584 East 141st St.

NEW CASES—BROOKLYN.

Harry Lowenthal, 64 Humboldt St.
Joseph Siatone, 393 Lorimer St.
Millicent Mullagh, 6 Herkimer St.
George Koppinger, 303 Harmon St.
James Hayes, 1,153 Gates Av.
Mildred Washburn, 33 Ellery St.
Herbert Tannebaum, 318 Kosciusko St.
Martha Machover, 62 Lewis Av.
Dora Zimmerman, 994 Myrtle Av.
Walter Hudson, 378-a Quincy St.
Joaquin Santi, 179 Rockaway Av.
Eugene Carroll, 1,299 St. Marks Av.
Lester Zimmerman, 276 Stockton St.
Herbert French, 305 Wyckoff Av.
Hilda Fay, 486 Throop Av.
Henry Frank, 531 Dumont Av.
Irving Meklowitz, 376 Warwick St.
Pratinio, —, 8,109 17th Av.
Frances Powers, 355 58th St.
Dora Lynch, 1,856 71st St.
Rennert Sorenson, 5,611 3d Av.
Florence McManus, 344 14th St.
Helen Hibranka, 390 Van Brunt St.
Ruth Cohen, 2,920 West 32d St..
Eliza Nash, 343 Pacific St.
George Frank, 374 Hudson Av.
Bernard Gleason, 481 Clermont Av.

DEATHS—BROOKLYN.

George Koppinger, 303 Harman St.
Kate Stein, 137 Alabama Av.
Antonette Cirucci, 522 Metropolitan Av.
Mary Buast, 76 Van Brunt St.
Allan White, 15 East 10th St.

NEW CASES—QUEENS.

Sophie Kaprowski, 103 14th Av., Astoria.
Ed. Steele, 79 Elm St., Astoria.
Francis Simmons, 245 Zamalst Av., Long Island City.
Raymond Liphtor, 2,010 Palmetto St., Ridgewood.
Dorothy Naylor, 2,563 Hughes St., Ridgewood.
Ed. Gaynor, 95 Elliott St., Middle Village.
Louis Kaesch, 22 Ripper Av., Middle Village.
Harold Barnscheim, 22 Ripper Av., Middle Village.
Gerard Jaerder, 2,529 Mymaud St., Maspeth.
Margaret Cunningham, 22 44th St., Corona.
Elliott Moore, 210 Wyner St., Elmhurst.
Harry Goldstein, 9 Jerome Av., Arverne.
Gordon Morgan, 126 Frank Av., Edgemere.

DEATHS—QUEENS.

William Switzer, 558 Fulton St., Jamaica.
Francis Simmons, 245 Zamalst Av.
Gordon Morgan, 126 Frank Av., Edgemere.
Ed. Gaynor, 95 Elliott St., Middle Village.
Harry Goldstein, 9 Jerome Av., Arverne.
Harold Bernschein, 22 Ripper Av., Middle Village.
Thomas Powers, 5,106 Hillside Av., Richmond Hill.

NEW CASE—RICHMOND.

George Bregein, 32 Quinn St., Stapleton, Staten Island.

Three patients in Manhattan, three in Brooklyn and one in Queens who had been reported as suffering from poliomyelitis were yesterday discharged as "no cases."

$19,920 IN CRIPPLES' FUND.

Contributions for the Day Total $640 for Braces and Toys.

The Department of Health yesterday acknowledged the receipt of $250.75 in contributions for its brace fund, making the total $19,920.24. The contributors were:

Through The New York Globe, $67.75; Misses Alice Dodge and Ethel Butterworth, $63; Empire State Dairy Company, $50; Miss J. L. Waldo, $15; Harriett H. Rosenbaum, $11; Mrs. R. Magill and Leslie E. Molineux, $10 each; Anonymous, Mrs. Eugene Western, Henry B. Singer, and Samuel Wexler, $5 each; Mrs. M. Miller, $2; Miss Helen W. Williams and "A. M. M.," $1 each.

THE NEW YORK TIMES yesterday received $375 in contributions for the brace fund and for toys, $100 of which was in a check from Mrs. Pierre W. Wildey, Briarcliff Manor, N. Y., made payable to Health Commissioner Emerson and immediately forwarded to him

YALE BATTERY ON A HIKE.

Camps at South Sterling After 8-Mile March with Its Guns.

Special to The New York Times.

TOBYHANNA, Penn., Aug. 30.—Battery B, the Yale field artillery, today marched with its three-inch guns a distance of eight miles to the village of South Sterling, and will engage in battle practice for the first time. The battery, acting as a section of a battle line, will fire shrapnel to hold up the invading army which is seeking to force a passage of the Pocono Mountains.

The Yale men, who will handle the guns under regular army officers, led by Major John S. Hammond, have had practically no experience in handling artillery except that which they have gained at the camp here this Summer.

ADVERTISEMENT.

HAVE YOU A SWEETHEART,

Son or Brother in camp or upon the Mexican Border? If so, mail him a package of Allen's Foot=Ease, the antiseptic powder to be shaken into the Shoes, and sprinkled into the foot bath. It takes the friction from the shoe and will be of the greatest benefit in that arid, hot climate, where the alkali dust plays havoc with the feet. What remembrance could be so acceptable. Ask your dealer to-day for a 25c. box of Allen's Foot=Ease, and for a 2c. stamp he will mail it for you.

Three Days More Great Remnant Sale

That's all—then the chance will be gone. We've added 157 new ends this week.

$19 $19

Think of having a suit made for $19 from materials that cost $25 to $50 in mid-season — it's almost unbelievable. Look in the windows of either of our two stores—see the variety—and there are more inside. Coat and trousers from shorter ends $17.50.

This is the last announcement.
Store Closes Saturday at One O'clock.

Arnheim
TWO STORES
BROADWAY & NINTH STREET AND
30 E. 42D ST., BET. FIFTH & MADISON AVES.

Fall and Winter Styles Now on Display $20 to $50

WE SELL SOCONY TRADE MARK MOTOR GASOLINE STANDARD OIL CO. OF N.Y.

DON'T MAKE THE WRONG TURN

Approach to branch road to right. American Motor League "Caution Sign"

Many an automobile has gone to the junk heap because the driver took the wrong turn.

Many an automobile has gone to the repair shop because the driver turned in at the wrong place to buy his gasoline.

Some dealers who are selling inferior gasoline try to make the motorist believe he is getting SOCONY Gasoline by giving their own product misleading names and descriptions. Do not be misled.

The only gasoline put out by this Company is called SOCONY Motor Gasoline, and nothing else.

Ask for it by name and look for the RED, WHITE and BLUE SOCONY sign.

STANDARD OIL CO. of NEW YORK

ADVERTISEMENT. | ADVERTISEMENT. | ADVERTISEMENT. | ADVERTISEMENT.

FOR THE INFORMATION OF THE PUBLIC:

The Railroads' statement of their position on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4.

This strike was ordered from Washington while the President of the United States was making every effort to avert the disaster.

The Final Railroad Proposal

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

(a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an 8 hour basis and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata.

The amounts so shown will be subject to the decision of the Commission, provided for in Paragraph (c) of this memorandum and payable in money, as may be directed by said Commission in its findings and decision.

(b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period of actual experience as their judgment approves or the President may fix, not, however, less than three months.

(c) In view of the far-reaching consequences of the declaration made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, **the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President,** of such standing as to compel attention and respect to its findings. The judgment of such a Commission would be a helpful basis for adjustments with labor and such legislation as intelligent public opinion, so informed, might demand.

Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands in this controversy have not been presented, in our judgment, for the purpose of fixing a definite daily period of labor, nor a reduction in the existing hours of labor or change in methods of operation, **but for the real purpose of accomplishing an increase in wages of approximately One Hundred Million Dollars** per annum, or 35 per cent. for the men in railroad freight train and yard service represented by the labor organizations in this matter.

After careful examination of the facts and patient and continuous consultation with the Conference Committee of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the questions, and of the serious consequences to the railroads and to the public, involved in the decision of them.

Trustees for the Public

As trustees for the public served by our lines and for the great mass of the less powerful employees (not less than 80 per cent. of the whole number) interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and capital in the bonds and stock of these properties, and who through the saving banks, trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, **we cannot in conscience surrender without a hearing, the principle involved,** nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent. in the pay of the men, already the most highly paid in the transportation service.

The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less, effort is required for the public welfare, would be harmful beyond calculation.

The widespread effect upon the industries of the country as a whole is beyond measure or appraisement at this time, and we agree with the insistent and widespread public concern over the gravity of the situation and the consequences of a surrender by the railroads in this emergency.

In like manner we are deeply impressed with the sense of our responsibility to maintain and keep open the arteries of transportation, which carry the life blood of the commerce of the country, and of the consequences that will flow from even temporary interruption of service over the railroads, but **the issues presented have been raised above and beyond the social and monetary questions involved,** and the responsibility for the consequences that may arise will rest upon those that provoke it.

Public Investigation Urged

The questions involved are in our respectful judgment, eminently suitable for the calm investigation and decision by the public through the agency of fair arbitration, and cannot be disposed of, to the public satisfaction, in any other manner.

The decision of a Commission or Board of Arbitration, having the public confidence, will be accepted by the public, and the social and financial rearrangements made necessary thereby will be undertaken by the public, but in no less deliberate nor orderly manner.

The railroads of the country cannot under present conditions assume this enormous increase in their expenses. If imposed upon them, it **would involve many in early financial embarrassment and bankruptcy and imperil the power of all to maintain their credit** and the integrity of their securities.

The immediate increase in cost, followed by other increases that would be inevitable, would substantially appropriate the present purchasing power of the railroads and disable them from expanding and improving their facilities and equipment, to keep abreast of the demands of the country for efficient transportation service.

In good faith we have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing.

Problem Threatens Democracy Itself

The strike, if it comes, will be forced upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for transportation efficiency.

The problem presented is not that alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens should be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce.

HALE HOLDEN,
Chicago, Burlington & Quincy Railroad.
W. W. ATTERBURY,
Pennsylvania Railroad.
FAIRFAX HARRISON,
Southern Railway.
R. S. LOVETT,
Union Pacific System
E. P. RIPLEY,
Atchison, Topeka & Santa Fe System.
A. H. SMITH,
New York Central Lines.
FRANK TRUMBULL,
Chesapeake & Ohio Railway.
DANIEL WILLARD,
Baltimore and Ohio Railroad.